

## Statement of Arguments Favoring a National Budget

### Analysis of Report On National Budget and Its Advantages

### Budget Methods Used By Foreign Countries In National Finance

#### Showing the Extraordinary Confusion Attendant Upon National Financing Through the Evolution of Temporary Devices.

Early in December Congress and the nation will have the opportunity to consider a national budget for the first time in our history. The need for a national budget was explained in a message from President Taft to Congress June 27, 1912, which message, with the report of the Commission on Economy and Efficiency, fills a book of 568 pages.

It is safe to assume that the general public has not widely read the splendid argument and convincing array of facts prepared by the commission, yet it should understand clearly what is sought.

Summed up, the idea involved in a national budget is simplicity itself. It means that the President and his Cabinet shall answer to themselves and to the country three simple questions regarding the nation's business:

1. How much money will be needed for the conduct of the government during the year beginning July 1 next.
2. What money is on hand; and from what source is more expected?
3. What shall be the amount appropriated to each function performed by the government?

Stated in the above manner, every business man, no matter how small his affairs; every farmer who plans ahead, every man in any way charged with the care of funds for others, will at once perceive that a national budget must be desired by all citizens who wish business-like methods applied to the one big business of the nation—the government. Furthermore, they will perceive that if a little business needs system, then a big business, involving \$1,000,000,000 expenditures a year, needs it still more.

It would seem certain, therefore, that the public in general, and the editors of the nation in particular, will favor any method that gives them in one statement a portrayal or picture of all the varied activities of the government in all their complicated relations to each other.

From the moment the first national budget is presented to Congress, the citizens of the whole nation can know as much as their Congressmen as to the stated needs of the nation, and Congressmen will know exactly what their own committees are called upon to consider for the way of appropriations—knowledge that has hitherto been impossible on the part of either the public or Congress as a whole.

A portrayal or picture of income and outgo has been difficult and practically impossible under prevalent methods in Congress, because:

- (1) Heads of departments and establishments report estimates direct to Congress, through the Secretary of the Treasury (acting in the capacity of a reporter or messenger), which are thereupon arbitrarily assigned to as many as nine committees.
- (2) The President, as executive head of the nation's business, has not been made directly responsible to the nation for the efficiency of the departments subordinate to him.
- (3) Appropriation bills are not considered as related to each other or to the anticipated amount of public income.
- (4) Minor officers in departments can approach committees direct for special favors for bureaus or for special legislation introduced in an appropriation bill.

The confusion of present appropriation bills is indicated in the following list of committees charged with the report of appropriation bills:

The Committee on Appropriations reports six appropriation bills: Legislative, Executive, and Judicial; Sundry Civil; Pensions; Fortifications; District of Columbia; and the Committee on Agriculture has charge of the Department of Agriculture appropriations with the exception of a few deficiencies which the Committee on Appropriations looks after.

Its oversight charges are, unlike all other departments, not included in the Legislative, Executive, and Judicial bills reported by the Committee on Appropriations. Through the latter committee also come Pension bills created by wars that have been.

The Committee on Naval Affairs reports all the appropriations, except deficiencies (Committee on Appropriations), for the navy and for the Naval Academy.

The Committee on Rivers and Harbors reports appropriations for those river and harbor improvements for which no contract authorizations have been made. Appropriations for con-

#### Not an Attack on Congress.

It must be clearly understood that the preparation and submission of a budget by the President in no way interferes with the constitutional rights of Congress to originate "bills for raising revenue" or to make "appropriations" for expenditures. It merely makes definite and concrete the duty laid on the President by the Constitution to recommend to Congress "such measures as he shall judge necessary and expedient." It places upon each individual Member of Congress responsibility for deciding public policy, and for voting or refusing to vote for appropriations in view of the deliberately considered proposals and statements made by the executive branch of the government. It proposes not only to locate responsibility for each decision made, but to take the decision into the confidence of officers who have been chosen to "promote the general welfare," the primary purpose for which the government is established and maintained.

tract work are reported in the Sundry Civil bill reported by the Committee on Appropriations.

The Committee on Foreign Affairs reports only the appropriations for the foreign intercourse part of the State Department. The main appropriations for the Department of State are in the Legislative, Executive, and Judicial bill, reported by the Committee on Appropriations.

The Committee on Military Affairs reports appropriations for the army and for the Military Academy. Appropriations for fortifications and defense (Fortifications bill), as well as overhead charges for army administration (Legislative, Executive, and Judicial bill), come through the Committee on Appropriations. Through the latter committee also come Pension bills created by wars that have been.

The Committee on Naval Affairs reports all the appropriations, except deficiencies (Committee on Appropriations), for the navy and for the Naval Academy.

The Committee on Rivers and Harbors reports appropriations for those river and harbor improvements for which no contract authorizations have been made. Appropriations for con-

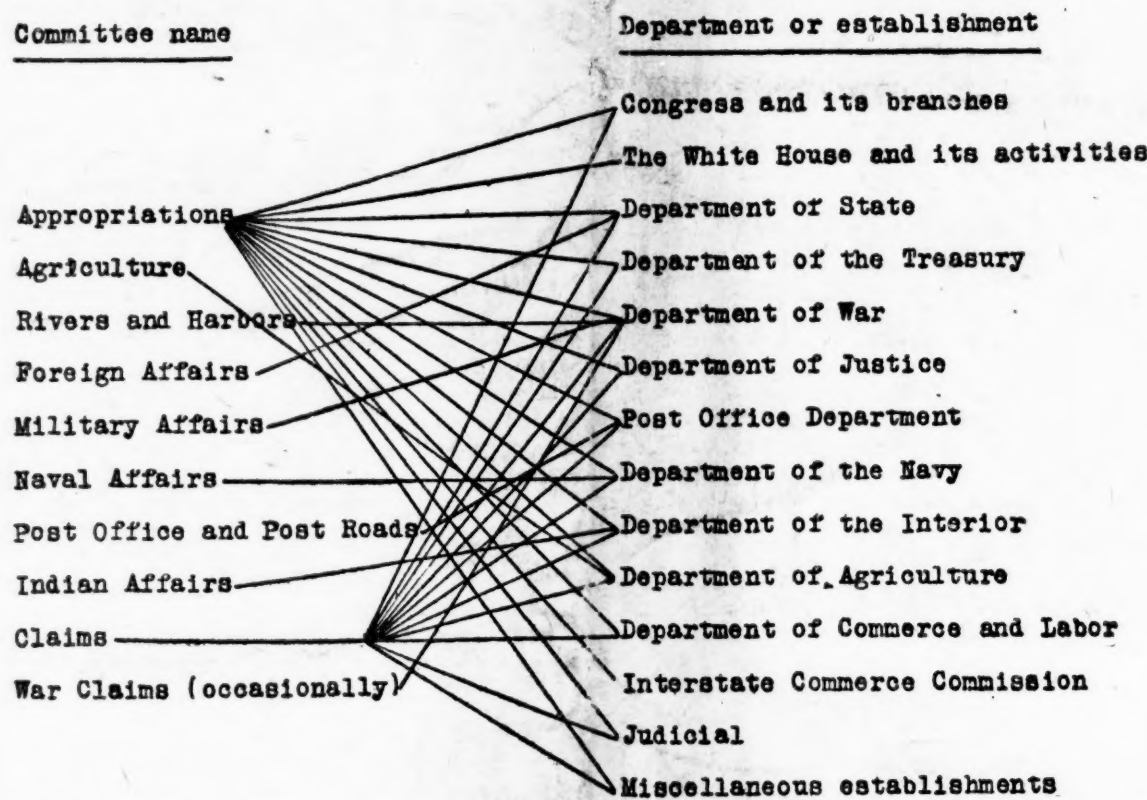
#### NINETY DIFFERENT STATUTES.

The present legal directions as to estimates are based on the theory that there is no need to take stock before passing on appropriations; that it is not necessary to consider the revenues or Treasury resources. Congress has directed each executive officer to submit an estimate, through the Secretary of the Treasury, who is made to serve in the capacity of an official messenger without any discretion whatever unless a department head may fall to prepare a request for appropriations in the form prescribed by Congress. In which event the Secretary of the Treasury has imposed upon him the duty to submit an estimate for him.

Authority is granted for the expenditure of a thousand million dollars each year without any thought as to where the money is coming from. This is done on the theory that there will be no deficit—Congress has been doing what has been called "surplus financing." While the Constitution makes Congress responsible for money raising, as well as for appropriations, responsibility for borrowing has been shifted to the President by empowering him to procure loans to meet deficits in case a deficit may result.

I do question the practical wisdom of continuing to operate the government under ninety different statutes, passed at nine different times, which prescribe 200 different forms of preparing and submitting financial data to Congress and the public—data which when prepared have no element of uniformity or standard, and cannot be used to present to officers or to the people an accurate picture of activities pertaining to any one subject for the government as a whole. I do question both the practicability and the fair-mindedness of measures which require heads of bureaus and offices to report what is conceived by them to be their respective needs for the ensuing year. Without adequate provision made for Executive review and revision it is impracticable to expect anything other than grossly inflated estimates. Although by such cursory review as could be given I have succeeded each year in reducing these initial estimates millions of dollars, it is not just to make the President in any but a slight degree responsible for such estimates when required to be submitted to Congress in the manner at present prescribed—President Taft, in his letter of September 19, to the Secretary of the Treasury.

DIAGRAM  
ILLUSTRATING THE INTER-RELATION OF THE NINE COMMITTEES ON APPROPRIATIONS AND THE VARIOUS DEPARTMENTS AND ESTABLISHMENTS.



Academy. The overhead charge of the Navy Department is reported by the Committee on Appropriations in the Legislative, Executive, and Judicial bill. The Committee on Post Offices and Post Roads reports all the appropriations of the post offices except the overhead and deficiencies (Committee on Appropriations), and claims (Committee on Claims). It even, on occasion, reports deficiencies, the appropriations therefor being in the postal bill.

The Committee on Indian Affairs reports all the appropriations for the Indian Service, with the exception of deficiencies (Committee on Appropriations). Overhead Washington expenses are provided by the Committee on Appropriations in the Legislative, Executive and Judicial bill.

The Committee on Claims reports appropriations in the private claims bill, which are found among the appropriations for each department.

It will thus be seen that the appropriations for each service (with the exception of the services in the Department of Agriculture, which are reported in the agricultural bill by the Committee on Agriculture, and the Panama Canal and the Geological Survey, which are reported in the Sundry Civil bill by the Committee on Appropriations, and certain other minor services) are reported in several bills and are often considered by several committees.

In contradistinction to this hither-to, and devious and abusive method, the budget, or definite financial and executive programme of the government, is to be placed under the notice of the nation by the President early in December.

The budget so submitted will contain:

- (a) A BUDGETARY MESSAGE, setting forth in brief the significance of the proposals to which attention is invited.
- (b) A SUMMARY FINANCIAL STATEMENT, setting forth in very summary form:
  1. The financial condition.
  2. A statement of the condition of appropriations and other data pertaining to the "general fund," as well as to the other funds of the Government.
  3. An account of revenues and expenditures for the last completed fiscal year; and
- (c) A SUMMARY OF CHANGES setting forth:
  1. The estimated revenues compared with actual revenues for a period of years; and
  2. Estimated expenditures compared with actual expenditures for a period of years.
- (d) A SUMMARY OF CHANGES setting forth:
  1. The estimated revenues compared with actual revenues for a period of years; and
  2. Estimated expenditures compared with actual expenditures for a period of years.

#### NEWSPAPERS THAT HAVE FAVORABLY REFERRED TO BUDGET PLANS

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| <p>Alabama—Register, Mobile.<br/>Advertiser, Montgomery.<br/>Athens, Bay City.<br/>Gazette, Little Rock.<br/>California—Los Angeles, Call, San Francisco.<br/>Examiner, San Francisco.<br/>Press, San Francisco.<br/>Times, San Jose.<br/>Connecticut—Hartford, Bulletin, Norwich.<br/>American, Waterbury.<br/>District of Columbia—Herald, Washington.<br/>Star, Washington.<br/>Army &amp; Navy Register, Washington.<br/>Delaware—Journal, Wilmington.<br/>Florida—Herald, Miami.<br/>Georgia—Constitution, Atlanta.<br/>Chronicle, Augusta.<br/>News, Savannah.<br/>Illinois—National Hardware Bulletin, Argos.<br/>Bulletin, Bloomington.<br/>Post, Chicago.<br/>Inter Ocean, Chicago.<br/>Journal, Chicago.<br/>Record-Herald, Chicago.<br/>Black Diamond, Chicago.<br/>American Lumberman, Chicago.<br/>Herald-Transcript, Peoria.<br/>Indiana—News, Indianapolis.<br/>Gazette, Cedar Rapids.<br/>Times, Des Moines.<br/>Capital, Des Moines.<br/>Times-Republican, Marshalltown.<br/>Keokuk, Keokuk.<br/>Courier-Journal, Louisville.<br/>Post, Louisville.<br/>Louisiana—Times-Democrat, New Orleans.<br/>Item, New Orleans.<br/>Record, Shreveport.<br/>Maine—Commercial, Bangor.<br/>Press, Portland.<br/>Maryland—American, Baltimore.<br/>Star, Baltimore.<br/>Massachusetts—Record, Boston.<br/>Advertiser, Boston.<br/>Transcript, Boston.<br/>Christian Science Monthly, Boston.<br/>Herald, Fall River.<br/>Times, Gloucester.<br/>Courier-Citizen, Lowell.<br/>Sun, Lowell.</p> | <p>Republican, Springfield.<br/>Union, Springfield.<br/>Michigan—Advertiser, Detroit.<br/>Free Press, Detroit.<br/>Press, Grand Rapids.<br/>Herald, Grand Rapids.<br/>Minnesota—Pioneer, Bemidji.<br/>News-Tribune, Duluth.<br/>Pioneer Press, St. Paul.<br/>Journal, Minneapolis.<br/>News, St. Joseph.<br/>Globe-Democrat, St. Louis.<br/>Times, St. Louis.<br/>Missouri Blatter, St. Louis.<br/>Montana—Standard, Anaconda.<br/>Miner, Butte.<br/>Nebraska—Star, Lincoln.<br/>Journal, Lincoln.<br/>Tribune, Omaha.<br/>New Hampshire—Mirror and American, Manchester.<br/>New Jersey—News, Newark.<br/>Free Zeitung, Newark.<br/>New York—Daily News, New York.<br/>Express, Buffalo.<br/>Commercial, Buffalo.<br/>News, Buffalo.<br/>Herald, Buffalo.<br/>Advertiser, Elmira Post, Jamestown.<br/>Herald-Transcript, Peoria.<br/>Journal, Newburgh.<br/>Financial American, New York.<br/>Journal of Commerce, New York.<br/>Sun, New York.<br/>American Banker, New York.<br/>Wall Street Journal, New York.<br/>Times, New York.<br/>Chronicle, New York.<br/>Bradstreet's, New York.<br/>Greater New York, New York.<br/>Press, New York.<br/>Outlook, New York.<br/>National City Bank Circular, N. Y.<br/>American Banker, New York.<br/>Journal of Accountancy, New York.<br/>American, New York.<br/>Commercial, New York.<br/>Times, Rochester.<br/>Sentine, Rome.<br/>Democrat-Chronicle, Rochester.<br/>Conit Express, Rochester.<br/>Saratogian, Saratoga Springs.<br/>Union Star, Schenectady.<br/>Standard, Syracuse.<br/>Herald-Dispatch, Utica.<br/>Press, Utica.<br/>Saratogian, Yonkers.<br/>North Carolina—Observer, Charlotte.<br/>Mill News, Charlotte.</p> | <p>Ohio—Times-Star, Cincinnati.<br/>Enquirer, Cincinnati.<br/>Commercial Tribune, Cincinnati.<br/>Enterprise, Cleveland.<br/>News, Cleveland.<br/>Plain Dealer, Cleveland.<br/>Waechter and Anzelger, Cleveland.<br/>Dispatch, Columbus.<br/>Leader, Pittsburgh.<br/>Journal, Dayton.<br/>News, Dayton.<br/>Republican News, Hamilton.<br/>Herald-Star, Steubenville.<br/>News, Toledo.<br/>Call, Piqua.<br/>Telegram, Youngstown.<br/>Oregon—Journal, Portland.<br/>Telegram, Portland.<br/>Oregonian, Portland.<br/>Pennsylvania—Record, Philadelphia.<br/>Free Press, Enston.<br/>Public Ledger, Philadelphia.<br/>North American, Philadelphia.<br/>Inquirer, Philadelphia.<br/>Financial Bulletin, Philadelphia.<br/>Herald, Philadelphia.<br/>Dispatch, Pittsburgh.<br/>Gazette-Times, Pittsburgh.<br/>Record, Pittsburgh.<br/>Press, Pittsburgh.<br/>Chronicle-Telegraph, Pittsburgh.<br/>Record, Wilkes-Barre.<br/>Rhode Island—Providence Journal, Providence.<br/>South Carolina—News and Courier, Charleston.<br/>Tennessee—Tennessean, Nashville.<br/>Sentinel, Knoxville.<br/>Texas—Statesman, Austin.<br/>Star-Telegram, Fort Worth.<br/>Chronicle, Houston.<br/>Express, San Antonio.<br/>Ledger, San Antonio.<br/>Utah—Examiner, Ogden.<br/>Tribune, Salt Lake City.<br/>Virginia—Virginian-Pilot, Norfolk.<br/>Post-Intelligencer, Seattle.<br/>Union, Walla Walla.<br/>Wisconsin—Gazette, Janesville.<br/>Eagle-Star, Marinette.<br/>Free Press, Milwaukee.</p> |
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#### UNFAVORABLE MENTION.

- California—Daily Courier, Petaluma.

#### Answers to Questions Sent Out by the Department of State in Co-operation with the President's Commission.

During the preparation of material on "The Need for a National Budget," the President's Commission on Economy and Efficiency sent a questionnaire of twenty-four items to foreign countries, through the Department of State. The phrasing of question 5 was as follows: "Are all appropriations considered at one time as a budget or are appropriations made for annual expenditures in a number of independent acts? The answers to this question are included.

**Australia.**  
Appropriations in some cases are made at any time by independent acts; but when the budget is presented to Parliament an estimate is given of the amount which will be expended during the financial year under the authority of each of such independent acts.

**Austria.**  
All appropriations are considered at one time as a budget.

**Belgium.**  
The expenditures form the object of separate budgets, and each budget constitutes a separate law.

**Bolivia.**  
Appropriations are considered separately for each department of the government, but finally go through as a budget. Separate appropriations are made on independent bills throughout the session of Congress, but in such cases provision is made for the necessary amount from sources other than those specified in the budget.

**Canada.**  
The estimates on which appropriation acts are founded are brought down, generally speaking, in the following manner:  
(a) What are called main estimates, covering as far as possible the whole of the services of the year for which they are required; and  
(b) Supplementary estimates of various kinds, which may be brought down from time to time thereafter until the close of the fiscal year for which they are required.

**Chile.**  
The annual budget law provides separately the funds for each governmental department. Special laws are sometimes passed to provide for unforeseen contingencies not included in the general appropriation act.

**China.**  
All appropriations are considered at one time as a budget.

**Colombia.**  
They are all included in the budget except those which are called "credits extraordinarios," or additional appropriations, which are voted by the executive power, but must be afterward sanctioned by Congress.

**Cuba.**  
All appropriations for ordinary expenditures are considered at one time as a budget. Deficiency and extraordinary appropriations are subsequently made in independent acts.

**Denmark.**  
The budget for the fiscal year is comprised in the budget law (Finansloven), together with the extra taxation law appertaining thereto. These are deliberated upon in the two chambers of the Rigsdag in the same manner as any other bill. Every bill which is being deliberated upon in a chamber of the Rigsdag may be referred to a committee. As a rule, appropriation bills are referred to a committee after the first hearing in either chamber.

**Republic of Ecuador.**  
Yes; all the items of the expenditure form only one budget, with the exception of the expenses, posts, or positions, which, being created by legislative decrees, do not figure in said law, and which may be organized and regulated by the executive of the republic, and which form a special and independent budget charged to the account of extraordinary expenses, since there are no amounts voted for them in the law of expenditure (budget).

**England.**  
The appropriations for annual expenditure are considered at one time as a budget.

**France.**  
The Chancellor of the exchequer, as the representative of the executive and not as a member of a legislative committee, introduces into Parliament the budget of needed appropriations and of anticipated revenues. The various features of the budget as pertaining to army, navy, civil and revenue producing

**Germany.**  
The budget of each ministry is considered separately by the Chamber of Deputies without any special order of precedence, but later, in the order in which they have been discussed by the budget committee, and by it reported to the chamber. Besides the budget of each ministry is adopted as of June 30 of each year. Parliament may thereafter authorize special expenditures, and these items are added to and become, automatically, a part of the budget of the current year.

**Greece.**  
The budget supposedly contains all the appropriations contemplated for the year, though special or supplementary budgets are sometimes used to correct errors or omissions in the annual budget or to meet unforeseen emergencies.

**Hungary.**  
All appropriations are considered by Parliament at one time as a budget and not in parts.

**Italy.**  
The budget of each ministry is considered separately by the Chamber of Deputies without any special order of precedence, but later, in the order in which they have been discussed by the budget committee, and by it reported to the chamber. Besides the budget of each ministry is adopted as of June 30 of each year. Parliament may thereafter authorize special expenditures, and these items are added to and become, automatically, a part of the budget of the current year.

**Luxembourg.**  
All expenses must be included in the budget. No charge increasing the budget for more than one year can be established except by a special law. All expenditures provided for by special laws are attached to the budget for the period during which they were affected. This refers to debts which could not have been estimated in the course of the project of the budget or which are included in the budget for more than one period.

**Mexico.**  
During normal conditions all appropriations are included in the budget; but appropriations for special reasons may be voted by the house at any time during its regular sessions, or when especially convened for the purpose of voting on an urgent appropriation.

**Netherlands.**  
Although the constitution speaks of "the budget," it also directs the division thereof into chapters, which, independent of the one of the other, must be voted by the house at any time during its regular sessions, or when especially convened for the purpose of voting on an urgent appropriation.

**New Zealand.**  
The estimated expenditure is first passed by the House of Representatives, vote by vote, and at the end of the session is finally included in an appropriation bill, which is passed by both Houses of Parliament.

**Nicaragua.**  
Generally appropriations are considered in the budget, but that does not prevent

**Continued on Page Two.**

#### IMPERFECT BALANCE SHEET.

The chief difficulty in securing economy and reform is the lack of accurate information as to what the money of the government is now spent for. Take the combined statement of the receipts and disbursements of the government for the fiscal year ended June 30, 1910—a report required by law and the only one purporting to give an analytical separation of the expenditures of the government. This shows that the expenditures for salaries for the year 1910 were 132 millions out of 950 millions. As a matter of fact, the expenditures for personal services during that year were more nearly 400 millions, as we have just learned by the inquiry now in progress under the authority given me by the last Congress.

The only balance sheet provided to the administrator or to the legislator as a basis for judgment is one which leaves out of consideration all assets other than cash, and all liabilities other than warrants outstanding, a part of the trust liabilities and the public debt. In the liabilities no mention is made of about \$70,000,000 special and trust funds so held. No mention is made of outstanding contracts and orders issued as incumbrances on appropriations; of invoices which have not been audited; of vouchers which have not been audited. It is, therefore, impossible for the administrator to have in mind the maturing obligations to meet which cash must be provided. There is no means of determining the relation of current surplus or deficit. No operation account is kept, and no statement of operations is rendered showing the expenses incurred in the actual cost of doing business—on the one side; and the revenues accrued on the other. There are no records showing the cost of land, structures, equipments, or the balance of stores on hand available for future use; there is no information coming regularly to the administrative head of the government or his advisers advising them as to whether sinking fund requirements have been met, or of the condition of trust funds or special funds.—President Taft, in his special message to Congress, March 8, 1911.







# Road Legislation in Present Congress

Indicating that the Campaign for National Aid Is Not Yet Co-ordinated with the Efforts of States.

"Local support for the good roads movement should be kept alive."

"Whatever policy may ultimately be adopted by the Federal government I believe it would be a serious mistake for any community to adopt a do-nothing policy in the hope that, at some time in the future, the improvement of its roads may be undertaken by the Federal government alone." W. W. FINLEY, President of the Southern Railway, at the American Road Congress, Atlantic City, October 2.

## MISCELLANEOUS.

H. R. 2336—Declaring all highways in the several States used for the purpose of transporting mail to be post roads, and authorizing the improvement of same.—Mr. Sims.

H. R. 2374—To provide for the survey of a highway from New Orleans to the Canadian border.—Mr. Hobson.

H. R. 1002—To provide for a highway survey of the United States.—Mr. Hobson.

H. R. 1638—To appropriate five hundred thousand dollars for the purpose of carrying on demonstration work on public roads in the United States.—Mr. Heflin.

H. R. 1881—Increasing the appropriations to the State agriculture colleges and authorizing the expenditure thereof for maintaining departments of highways, drainage, and irrigation in such colleges and for other purposes.—Mr. Brantley.

## DISTRIBUTING NATIONAL SURPLUS.

H. R. 62—To distribute the surplus in the Treasury of the United States to the several States, Territories, and the District of Columbia for the purpose of improving the roads therein.—Mr. Flood.

H. R. 474—To distribute the surplus in the Treasury of the United States to the several States, Territories, and the District of Columbia for the purpose of improving the roads therein.—Mr. Adams.

H. R. 1628—To distribute the surplus in the Treasury of the United States to the several States, Territories, and the District of Columbia for the purpose of improving the roads therein.—Mr. Candler.

H. R. 3882—To distribute the surplus in the Treasury of the United States to the several States, Territories, and the District of Columbia for the purpose of improving the roads therein.—Mr. Neely.

H. R. 2362—To distribute the surplus in the Treasury of the United States to the several States, Territories, and the District of Columbia for the purpose of improving the roads therein.—Mr. Neely.

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# PROCLAMATION DEFERRING PANAMA CANAL TOLLS

By the President of the United States of America.

A PROCLAMATION.

I, WILLIAM HOWARD TAFT, President of the United States of America, by virtue of the power and authority vested in me by the Act of Congress, approved August twenty-fourth, nineteen hundred and twelve, to provide for the opening, maintenance, protection, and operation of the Panama Canal and the sanitation and government of the Canal Zone, do hereby prescribe and proclaim the following rates of toll to be paid by vessels using the Panama Canal:

1. On merchant vessels carrying passengers or cargo, one dollar and twenty cents (\$1.20) per net vessel ton—each one hundred (100) cubic feet—of actual earning capacity.
2. On vessels in ballast without passengers or cargo, forty (40) per cent less than the rate of tolls for vessels with passengers or cargo.
3. Upon naval vessels, other than transports, colliers, hospital ships and supply ships, fifty (50) cents per displacement ton.
4. Upon army and navy transports, colliers, hospital ships, and supply ships, one dollar and twenty cents (\$1.20) per net ton, the vessels to be measured by the same rules as are employed in determining the net tonnage of merchant vessels.

The Secretary of War will prepare and prescribe such rules for the measurement of vessels and such regulations as may be necessary and proper to carry this proclamation into full force and effect. In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

By the President:

P. C. KNOX,  
Secretary of State.

The above proclamation is based upon the researches and recommendations of Prof. Emory R. Johnson, two of whose reports were defined in The Nation's Business of October 21.

Chapter XII of the report handed to the President has the following caption: Panama Tolls I—Principles and considerations that should control in fixing tolls. The chapter ends with a summary, which is here included in full. It must be borne in mind, however, that the report was handed in August 7, and therefore preceded the Panama Canal Act of August 24, 1912.

1. In managing the Panama Canal and in fixing tolls, the usefulness of the waterway to commerce and industry should be given first consideration. The policy as regards tolls and revenue should not be allowed to limit the traffic usefulness of the waterway.
2. The Panama Canal should be made commercially self-supporting. Tolls based upon the value of the service rendered by the canal are justified. Those who use the waterway may justly be required to make some compensation for the benefits received. Tolls, not unduly restricting the commercial usefulness of the waterway, may be levied that will yield revenue enough to meet operation, maintenance, sanitation, government, annuity, and interest charges.
3. The same rate of toll should be charged upon American as upon foreign vessels, because—
  - (a) The omission or repayment of tolls on American shipping would be of assistance mainly to our coastwise shipping and would not be of much benefit to the United States.
  - (b) Such subsidies as are given the American merchant marine should be paid to vessels employed in our foreign trade; but the remission or repayment to vessel owners of Panama tolls on American ships in the foreign trade would be an ineffective subsidy that might invite retaliatory measures by foreign governments.
  - (c) The exemption of coastwise shipping from Panama tolls would result mainly to the benefit of the coastwise carriers and only partially to the benefit of shippers and consumers. Neither the rates of the foreign trade nor the charges of the rail carriers will be appreciably higher if tolls are charged on coastwise shipping than they will be if shared upon American as upon foreign vessels, because—

Chapter XIII has the following caption: Panama Tolls II—Rates of Toll—Gross and Net Revenue. Each rate is explained and reasons given for its suggestion. As having immediate interest for the business forces of the nation there is here included the major portion of the reasons for recommending tolls of \$1.20 per net ton upon loaded merchant vessels.

Panama tolls should be so adjusted as to fulfill three conditions: The rate of toll should be low enough to enable the canal to compete actively with alternative and rival routes; the rate should not be so high as unduly to burden or seriously to restrict the usefulness of the canal; and the rate should be high enough to yield revenue that will secure the canal commercially self-supporting.

A toll of \$1.20 per net ton on loaded merchant vessels and a reduction of 40 per cent from the standard rate in the case of vessels in ballast will place the Panama Canal at its rival, the Suez Canal, upon an equal competitive footing. The Suez rates, beginning January 1, 1913, are to be 6 francs (\$1.20) for loaded vessels and 3.75 francs (\$0.75) for ships in ballast.

The Panama Canal must compete with the Suez route for the commerce of the eastern seaboard of the United States and the Atlantic coast of Europe. For voyages between the eastern ports of the United States and the Orient, the Panama route is less than by way of Suez; and, with equal tolls at each canal, the Panama route will readily secure the traffic.

It is estimated that the tolls at the Panama Canal will be about 10 per cent higher than those at the Suez Canal, but the higher tolls at the Panama Canal will be more than offset by the lower tolls at the Suez Canal.

Chapter XIII also elaborates (1) The reasons for estimating the volume of tonnage to use the Canal; (2) The revenue that may be expected from such tonnage; (3) The expenses of operation, and the interest-bearing possibilities in investment are here included:

The shipping using the Panama Canal may be subdivided into three classes:—

1. The coastwise shipping, which is engaged in the coastwise commerce between the two seaboard of the United States, American shipping employed in carrying the foreign commerce of the United States, and foreign shipping carrying commerce of the United States and foreign countries. The following table shows the probable volume of each of these three classes of shipping during the first two years of the operation of the canal, during 1920 and during 1925:

	Average annual tonnage during 1920 and 1925.	1920.	1925.
Coast-to-coast American shipping carrying foreign commerce	1,000,000	1,000,000	2,000,000
Foreign shipping carrying commerce of the United States and foreign countries	720,000	720,000	1,800,000
Total	1,720,000	1,720,000	3,800,000

The gross revenue that may be secured from the Panama Canal, with tolls at \$1.20 per net ton upon all merchant vessels, and the estimated share of the net receipts that would be secured from American vessels engaged in carrying the foreign commerce of the United States, are shown in the following table:

	Average annual tonnage during 1920 and 1925.	1920.	1925.
Coast-to-coast American shipping carrying foreign commerce	1,000,000	1,000,000	2,000,000
Foreign shipping carrying commerce of the United States and foreign countries	720,000	720,000	1,800,000
Total	1,720,000	1,720,000	3,800,000

It has been estimated by the Isthmian Canal Commission that the annual expenses for the operation and maintenance of the Panama Canal during the early years of its operation will amount to \$4,000,000, and that the canal will cover the annual outlay for sanitation and civil administration, provided the Canal Zone is made a government territory, and the population is limited to the canal operatives and their families. It is thus anticipated that the annual expense for the operation and maintenance of the canal and the sanitation and government of the zone will amount to \$4,000,000. The canal will cost \$375,000,000. This sum includes the \$40,000,000 paid the French Canal Company and the \$335,000,000 given the Republic of Panama for the canal construction work, which is now within one year of practical completion.

The Panama Canal Act, approved August 24, 1912, freed Coast to Coast American shipping from the payment of tolls. Prof. Johnson's report was completed August 7 and the estimates of revenue from this class of traffic must be deducted from the totals shown.—Editor.

States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

H. R. 2281—Providing that the United States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

H. R. 2282—Providing that the United States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

H. R. 2283—Providing that the United States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

H. R. 2284—Providing that the United States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

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H. R. 2293—Providing that the United States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

H. R. 2294—Providing that the United States shall in certain cases make compensation for the use of highways for carrying free rural delivery mail.—Mr. Shackelford.

## SERIOUS CRITICISM.

BY LOGAN WALLER PAGE, DIRECTOR, OFFICE OF PUBLIC ROADS.

The extensive automobile traffic during the last few years has served to call forth attention to the need of maintenance of our roads, whatever may be the form of construction. But even the States which have learned the need of adequate maintenance have done so only at considerable cost. The smaller civil divisions, such as counties or districts, however, still continue as grave offenders in this matter. The number of counties which are still issuing bonds or levying taxes to build new roads, without any provisions whatever for maintenance, is really astonishing.

Not only do they make no provision for maintenance, but they add insult to injury by building the roads with money raised from the issue of bonds which are sold at a premium for a period more than the probable life of the road. To issue fifty-year bonds, payable only at maturity, in order to raise money to build a type of road which cannot in the nature of things last over twenty-five years, is unjust to posterity, to say the least. The term of the bond should never exceed the probable life of the road unless in exceptional cases as where there is much permanent work, such as heavy grading or acquiring new right of way, when the term may be justly extended. This proposition is simply one of honesty and fair play. If we ask posterity to pay our debts, we should make sure that we are giving fair return in the value of the improvements we leave them.

If we could only find some way to turn toward maintaining our roads, some of the energy and enthusiasm which is now directed solely toward the construction of new roads, we would brighten the present road situation very greatly; for at present the real road question is not one of construction but of maintenance.

And not only must we improve our present system of maintenance, such as we have, but we must also work our better methods, especially in sections where labor is high. The maintenance of trunk lines by the system of section men or cantoniers will no doubt prove prohibitive. Some form of self-propelled vehicle or train of vehicles, carrying all the material and men, and capable of passing over a considerable length each day, will no doubt soon be found to be more satisfactory and economical than the present systems in many regions.

Self-propelled sweepers and tar or oil distributors will also no doubt soon find their proper place in this country as they have abroad. The plain fact with regard to road maintenance in the United States is simply this:

First, we give too little attention to road maintenance; second, what road maintenance we are doing is costing us far too much. Let those who have the good roads movement really at heart, by bringing this question before every community with general systematic maintenance becomes the custom and not the exception. Our roads will then cost us less in direct outlay and yield us far bigger returns in both pleasure and profit.

To sum up the present road situation in one sentence, I would say: "Construction, progressive, advancing about as fast as is expedient; maintenance, lagging, deficient in both amount and quality."

## INTERNATIONAL AUTOMOBILE EXHIBITION.

The fourth international automobile exhibition will be inaugurated under the august patronage of his majesty the Emperor of Russia by the Imperial Automobile Club of Russia in May, 1913, in the building of the Michael Manege of St. Petersburg.

The exhibition will be open for fifteen days; its duration may, however, be extended at the discretion of the exhibition committee.

Foreign exhibitors will participate on equal terms and on equal footing with the domestic concerns.

All the exhibits will be divided in twelve sections, relative to which full particulars can be obtained from the Russian Export Association, 102 West Thirty-eighth Street, New York City.

Special attention should be given by manufacturers of trucks and motor vehicles for industrial purposes, since the strength of American-made trucks is greater than that of English or French, and the Russian government is considering the very full equipment of its military arm with motor propelled vehicles.

The following list is included as a suggestion to American manufacturers. All exhibits will be entered duty free and transported at half price along all Russian railroad and steamship lines.

Types of motor cars in which the military authorities are interested, and which it would be desirable to have at the automobile exhibition of 1913:

1. Freight cars fitted for carrying military stores.
2. Freight cars fitted for transporting aeroplanes.
3. Freight cars fitted for radio-telegraph stations.
4. Motor cars fitted for radiograph stations.
5. Searchlight motor cars.
6. Field kitchen motor cars.
7. Freight wagons fitted for smithy and workshop.
8. Tank freight cars.
9. Motor cars with armored body for quick-firing guns.
10. Sanitary motor cars for carrying wounded and sick (ambulances).
11. Motor cars fitted for being used as field surgical operation room.
12. Freight cars with appliances for receiving field stretchers with wounded.
13. Motor cars with an unarmored gun for firing at aerial craft.
14. Motor tractors for fortress artillery.
15. Military telegraph motor cars.
16. Power plant cars.
17. Light motor cars for reconnoitering service.
18. Appliances for enabling motor cars to drive through heavy sand.
19. Tractor cars, 70-80 horsepower, with three trailers carrying 30.4 cm. mortars.
20. Motor cars with 90 cm. projectors.
21. Motor cars with cranes for lifting guns and various heavy loads when going up hill on steep slopes.

## NEBRASKA AND COLORADO JOIN IN CONSTRUCTION OF OMAHA-DENVER ROUTE

Until a year ago last May practically nothing was done in the way of good roads and good roads movement in Nebraska, or, in fact, nothing had been done in the Middle West. At that time, a few of us interested in good roads and their maintenance came together in an organization known as the Omaha-Denver Good Roads Association.

For over a year, I had been receiving letters in my own name, and the establishment of a good road route from Nebraska connecting with the Iowa and Illinois route on the East and Colorado route on the West, and the Pacific route on the South. I got in touch with the various commercial clubs and organizations along the lines of the Burlington Railway. Called a meeting at Holdrege in May, 1910, forming an organization.

The State of Colorado has co-operated with us in a most enthusiastic and loyal manner. We have been instrumental in the building and maintenance of our transcontinental route.

Telephone poles from Omaha to Denver, a distance of 225 miles, are marked with the insignia of our route, an 18-inch white band, five feet above the ground.

Two years ago we were not having on carrying out of automobiles a season pass over our route. This summer we have had over 3,000; last summer we had somewhere around 2,000.

We are the shortest and most direct route from Omaha to Denver. There is no sand to be encountered throughout the entire distance. The route passes through some of the most beautiful scenery in the world. Broad fields of alfalfa, corn, wheat, and oats greet the tourist's vision on all sides. Our route passes through many small cities. The tourist is constantly in touch with the telephone and mail. Convenient and up-to-date hotels and garages are throughout the entire distance.

H. R. 1249—Providing that the United States shall in certain cases make compensation for the use of certain public roads of the States for the purpose of transporting free rural delivery mail.—Mr. Shackelford.

H. R. 1250—Providing that the United States shall in certain cases make compensation for the use of certain public roads of the States for the purpose of transporting free rural delivery mail.—Mr. Shackelford.

H. R. 1251—Providing that the United States shall in certain cases make compensation for the use of certain public roads of the States for the purpose of transporting free rural delivery mail.—Mr. Shackelford.

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H. R. 1253—Providing that the United States shall in certain cases make compensation for the use of certain public roads of the States for the purpose of transporting free rural delivery mail.—Mr. Shackelford.

be voted on as an additional amount available for roads. The expenditure of the sums the State appropriates is in the hands of the Highway Commission.

G. E. PARSONS,  
Minden, Nebr.

## FLORIDA COUNTIES ARE BUSY IMPROVING ROADS AND BUILDING BRIDGES

I can say that with but few exceptions all of our forty-seven counties are active in road construction.

As to the work already accomplished in Florida; throughout the State for the past five years concrete and steel bridges have been replacing the old wooden structures. Duval County is fortunate in a home deposit of excellent rock, and that county ranks high in improved roads. Duval County has been active in building for the past five years with shell, brick, gravel, asphalt macadam, and concrete; brick and sand road beds, recent million dollar bond issues have been nearly consumed in this work. Also from \$100,000 to \$200,000 each year from "General Revenue," Lake, Orange, and Marion Counties have been active with marl, sandy-clay, and other materials.

St. Johns County uses shell on nearly all its roads. Sand oil has been tried in Duval County, but a carload of shell, which caused complete failure when the success of the California asphalt oil roads was looked for.

The great need in Florida is a definite plan of connecting up roads already made, and of laying out State highways and expert opinion on material best suited to the use of the road.

With these points settled and the people assured that the money could be expended intelligently there would be no difficulty in securing the necessary funds from every county in the State sufficient to hard surface every road, and the bonds would be but a trifle compared to the increased valuation of Florida lands, and the new resources. This has been the experience even under the present crude system of handling the funds. For your further information I can also say that all of the counties along the east coast are active on the Quebec-Miami highway, and that the national highway through the western counties is receiving attention as to a good passable road bed, and in some places hard surfacing.

F. O. MILLER,  
Chairman Good Roads Commission,  
Jacksonville Board of Trade.



# Nation-wide Experiences of Splendidly Organized Eff-

## Nation's Interstate Roads Aggregate 15,000 Miles

### United States Office of Public Roads Chart Shows Widespread Sentiment for Highway Development.

Illustrating the tremendous impetus that lately has been given to the nationwide movement for improved public highways, the United States Office of Public Roads has just prepared a chart which shows that nearly 15,000 miles of transcontinental, interstate, and trunk-line roads are contemplated in various sections of the country.

The chart prepared by the Office of Public Roads shows the extent to which the good roads movement has taken hold of every part of the United States. North, South, East, and West, the improved roads, some merely planned, others actually under construction, literally make a network covering the whole country. If all the planned roads are carried out by the men and communities back of them, it will be possible to drive across the country in automobiles from the Atlantic to the Pacific Coast, and from Vancouver, British Columbia, to Tijuana, Mexico, and from Quebec, Canada, to Miami, Fla. The map prepared by the Office of Public Roads, merely for the purpose of gauging the extent of the good roads movement as fostered by individuals, associations, and communities, shows the growing great highways in contemplation or actually under construction. From Yellowstone Park to Glacier National Park, through Fort Yellowstone, the Big Hole Battlefield, and other interesting points in the mountains, a total distance of 50 miles. The Pacific highway, from Vancouver, British Columbia, to Tijuana, Mexico, a distance of 2,900 miles. The Memphis-to-Bristol highway, connecting Knoxville, Nashville, and Jackson, a distance of 50 miles. The Lincoln Memorial Road, from Washington to Gettysburg, forty miles. Sherman, Texas-to-Galveston highway, 20 miles. The Central highway, from Morehead

### PUBLIC ROAD MILEAGE IN THE UNITED STATES IN 1904 AND 1909

(From Bulletin No. 41, Office of Public Roads.)

	Total mileage, 1904	Total mileage, 1909	Improved mileage, 1904	Improved mileage, 1909	Percentage improved, 1904	Percentage improved, 1909
State	10,088	19,429	1,729	3,253	17.1	16.8
Alabama	2,088	4,929	350	625	16.8	12.7
Arizona	1,000	1,000	100	100	10.0	10.0
Arkansas	2,644	2,644	250	250	9.5	9.5
California	16,623	18,969	8,803	12,875	53.0	68.0
Colorado	2,200	2,200	200	200	9.1	9.1
Connecticut	14,888	12,883	3,369	3,369	22.6	26.2
Delaware	1,000	1,000	100	100	10.0	10.0
Florida	12,374	12,374	1,237	1,237	10.0	10.0
Georgia	12,293	12,293	1,229	1,229	10.0	10.0
Idaho	1,111	1,111	111	111	10.0	10.0
Illinois	19,141	19,141	1,914	1,914	10.0	10.0
Indiana	18,296	18,296	1,829	1,829	10.0	10.0
Iowa	10,000	10,000	1,000	1,000	10.0	10.0
Kansas	10,196	10,196	1,019	1,019	10.0	10.0
Kentucky	12,147	12,147	1,214	1,214	10.0	10.0
Louisiana	12,000	12,000	1,200	1,200	10.0	10.0
Maine	1,000	1,000	100	100	10.0	10.0
Maryland	12,147	12,147	1,214	1,214	10.0	10.0
Massachusetts	12,000	12,000	1,200	1,200	10.0	10.0
Michigan	12,147	12,147	1,214	1,214	10.0	10.0
Minnesota	12,147	12,147	1,214	1,214	10.0	10.0
Mississippi	12,147	12,147	1,214	1,214	10.0	10.0
Missouri	12,147	12,147	1,214	1,214	10.0	10.0
Montana	12,147	12,147	1,214	1,214	10.0	10.0
Nebraska	12,147	12,147	1,214	1,214	10.0	10.0
Nevada	12,147	12,147	1,214	1,214	10.0	10.0
New Hampshire	12,147	12,147	1,214	1,214	10.0	10.0
New Jersey	12,147	12,147	1,214	1,214	10.0	10.0
New Mexico	12,147	12,147	1,214	1,214	10.0	10.0
New York	12,147	12,147	1,214	1,214	10.0	10.0
North Carolina	12,147	12,147	1,214	1,214	10.0	10.0
North Dakota	12,147	12,147	1,214	1,214	10.0	10.0
Ohio	12,147	12,147	1,214	1,214	10.0	10.0
Oklahoma	12,147	12,147	1,214	1,214	10.0	10.0
Oregon	12,147	12,147	1,214	1,214	10.0	10.0
Pennsylvania	12,147	12,147	1,214	1,214	10.0	10.0
Rhode Island	12,147	12,147	1,214	1,214	10.0	10.0
South Carolina	12,147	12,147	1,214	1,214	10.0	10.0
South Dakota	12,147	12,147	1,214	1,214	10.0	10.0
Tennessee	12,147	12,147	1,214	1,214	10.0	10.0
Texas	12,147	12,147	1,214	1,214	10.0	10.0
Vermont	12,147	12,147	1,214	1,214	10.0	10.0
Virginia	12,147	12,147	1,214	1,214	10.0	10.0
Washington	12,147	12,147	1,214	1,214	10.0	10.0
West Virginia	12,147	12,147	1,214	1,214	10.0	10.0
Wisconsin	12,147	12,147	1,214	1,214	10.0	10.0
Wyoming	12,147	12,147	1,214	1,214	10.0	10.0
Totals	2,151,279	2,199,643	153,526	190,476	7.1	8.6

## North Carolina to Join Interstate Highways

The North Carolina Legislature of 1911 passed an act to provide for the construction and maintenance of a central highway through North Carolina.

The design of this act was not only to provide a direct and easy route from the mountains to the sea coast, but to build a road that would some day become the backbone of a State-wide system of highways. With this latter idea in mind in routing this highway the committee in charge has kept as close as was practicable an equidistance from Virginia and South Carolina; but in order that the road should serve the greatest possible number of inhabitants of the State it was considered desirable that it traverse the main centers of population. These three ideas governed the selection of the route to keep as near the middle of the State as possible while traversing the most thickly settled portion. North Carolina is a long, thin State, and to build a road from the mountains of Tennessee to Tidewater at Morehead City, a distance of 400 miles, seemed an enormous task. It was, however, an extraordinary feat to speak of 400 miles in this country of appalling distances, but in reality Carteret on the seacoast and Haywood in the mountains are not far apart not only physically, but their inhabitants are mentally strangers. A man from Carteret and a man from Haywood are both North Carolinians, but their ideas and their ideals bear no more resemblance than the sand dunes of the eastern shores to the craggy peaks of the Blue Ridge.

This fact was no doubt in the mind of the man who first conceived this highway, realizing that easy communication is the first essential of civilization; and that the mountain people of the State can each be benefited by contact with the other.

Difficulties Are Numerous. It has not been possible to build this central highway as a unit, but each county has been considered the unit for building the link within its borders. For this reason the problem has been complicated as each county has presented its own difficulties both as regards the actual construction of the road and money for building it. For example, at one time the road work was progressing nicely in New Township, in McDowell County, until the people discovered that the neighboring township in Burke County was not doing anything toward building the road, whereupon they immediately laid down their tools, saying that they were not going to build a road that led nowhere.

Work on the central highway is practically complete except in the three counties of Burke, Davidson, and Orange, and as the last named recently issued \$250,000 worth of good roads bonds it will have done its share within a few months.

In addition to being the prospective

## KANSAS CONSTRUCTS SEVEN CROSS-STATE ROADS IN TWO YEARS

There are about 98,000 miles of public highways in Kansas and last year we spent approximately \$3,500,000 on their construction and maintenance. A little more than this amount will be available the coming year.

In 1911 our legislature enacted an entirely new highway law and established inter-county roads, and provided means for constructing and maintaining the same by county instead of the old township unit. All road taxes in Kansas are paid in cash. A large number of our counties and townships are building only concrete bridges and culverts and the others are adopting this type of construction very rapidly.

We have seven cross-state highways, all of which have been mapped and constructed within the last two years. They are: The New Santa Fe Trail, from Kansas City to the Colorado line; the Old Santa Fe Trail, from Kansas City to Great Bend, where it joins the New Santa Fe Trail; the Meridian Road, which is a part of the International highway from Winnipeg to the Gulf, crosses Kansas; the Sunflower Trail runs from Kansas City to Ellsworth, where it joins the Golden Belt road, which runs from Kansas City to the Colorado line, and the Chisholm Trail runs from Herington by way of Caldwell to Oklahoma City. Practically all of these roads have been classified as county roads and are being constructed and maintained at general county expense. These roads are simply well constructed and properly maintained earth highways. The hills are being cut down and the holes filled in as fast as possible, and permanent bridges and culverts being put in. A half dozen counties or more are constructing macadam roads and in the

other long routes proposed.

Ocean-to-ocean highway, extending from Cumberland, Md., to Tacoma, Wash., passing over the old Cumberland Road, through Columbus, Indianapolis, St. Louis, over Boone's Lick trail, and through the old Frankfort, Mo., through Nebraska, Wyoming, Idaho, Oregon and Washington; length of route, 2,800 miles.

Quebec-to-Miami highway, passing through Albany, New York, Trenton, Philadelphia, Baltimore, Washington, Richmond, Raleigh, Columbia, Savannah, and Jacksonville.

The Lincoln highway, from Louisville to Nashville, 50 miles.

The Capital-to-Capitol highway, extending from Washington, D. C., to Tallahassee, Fla., through the capitals of the seaboard States; length of route, 1,500 miles.

Chay-Jefferson Memorial, Niagara Falls to New Orleans, through Zanesville, Ohio, Mayfield, Ky., Nashville, Tenn., and Meridian, Miss.; 1,200 miles.

Red-to-Rio highway, from Denison, Tex., to Dallas, Texas, through San Antonio, connecting Houston and Galveston, 60 miles.

Nearly every State in the Union is benefited to some extent by the proposed new highways, and the manner in which all sections are working to the same end simultaneously indicates that it will not be long before the highway system is faced by a complete system of good roads.

Western counties through the sand hills, sand-clay roads and oil roads are being constructed, but the very large majority of the roads will be graded for the use of the automobile use or heavy traffic during ten or eleven months in the year.

### State Highway Commission.

The particular activity just now in Kansas is to put Kansas in the process of States that actually make and supervise roads. The Kansas constitution provides the State shall not take part in work of internal improvement.

There is a strong movement now in Kansas to provide for the amendment of the constitution so as to permit the State to engage in work of internal improvement to the extent of highways and bridges.

The next Legislature will, I feel quite confident, provide for the submission of an amendment to the constitution along this line. It is hoped that such an amendment will provide (1) that the State may engage in internal improvements to the extent of highways and bridges; (2) for the creation of a State highway commission connected with the State Agricultural College. Also there has been stimulated a movement to provide for the use of concrete on the Kansas highways by the State. It is felt this is not only an economic question, but a sociological one. These two things we regard as the most significant in the road movement to-day in Kansas.

### CALIFORNIA WORKS ON OCEAN-TO-OCEAN

Good Story of Quick Action to Link Up with Old Trails at Santa Fe.

In California we have been making excellent progress with our Ocean-to-ocean Highway. We have opened up within the last month over eighty miles of good roads and we have an auxiliary association formed which will guarantee all the funds necessary to build the road from here to Yuma, Ariz.

In Arizona a State highway has been laid out and a bond issue will be provided in the near future to build the road.

In New Mexico prison labor is being employed with excellent results, and there is very little of the road in New Mexico but what is good to-day. East of there the National Old Trails Ocean-to-ocean Highway Association is well organized, and a strong effort is being made to connect all bits of good road.

We feel that we have advanced more in this proposed highway than any of our Northern friends, and we expect to continue the good work and to offer encouragement to all others who are building highways.

JNO. S. MITCHELL, Los Angeles, Cal.

For Complete List of Pending National-Aid Legislation See Page Three.

## WAY TO FINANCE OCEAN-TO-OCEAN ROAD OFFERED

Indianapolis Men Ask Help of Motor Manufacturers and Dealers.

### EXPECT LARGE FUND Estimate \$10,000,000 From One Per Cent of One Year's Gross Earnings.

A plan to finance the construction of an ocean to ocean highway from New York to San Francisco through the contribution, by manufacturers and dealers in automobiles and automobile accessories, of 1 per cent of their gross earnings for one year, was announced September 10, 1912, by Carl G. Fisher, and James A. Allison, secretary, respectively, of the Prest-O-Lite Company and the Indianapolis speedway, who had studied the problem for months.

A guaranteed donation of \$300,000 by the Goodyear Tire and Rubber Company, of Akron, Ohio, and smaller contributions by the manufacturers and dealers of Indianapolis aggregating \$300,000 have been announced.

But aside from possibly this type of

assistance, the automobile industry is

sprinkling, oiling, &c.—brings the total cost up to \$1,000 per mile. The contractor's profit is usually \$300 to \$1,000 per mile.

From this it will be seen that the cost of building materials, such as we propose to buy, represents only from 30 to 50 per cent of the cost of the road. So that, for our \$10,000,000 cash, we should receive a \$50,000,000 road.

Our plan of purchasing the material only, and delivering it to the States and counties who sign contract to do the work, is being inspected by United States engineers, insures our getting a value of one hundred cents on every dollar we spend. The selection of the exact route is to be left entirely to the national committee, to be selected later. Three good routes have been suggested, on any one of which there are already sections of good macadamized road—total of over 1,000 miles, which will need but slight improvement, as well as plenty of paved city streets which will lessen the total mileage of road to be built. No road building whatever would be necessary in New York, New Jersey, Colorado, or California.

It has been suggested that financial aid from the national and State governments can be obtained for this project, and that help can be had from associations that are now receiving a measure of assistance from public funds. In the opinion of most of those already interested in the ocean-to-ocean highway, no such entangling alliances should be formed. The speedy, economical construction of this road depends largely upon the absence of political complications, delays, and wrangles.

There are already throughout the United States many private associations, some of them already financed, with purpose similar to ours, but smaller in scope. The co-operation of any such groups of good roads promoters can be welcomed.

But aside from possibly this type of assistance, the automobile industry is

well able to build this road and present it to the automobile users of the United States.

Handled as a private enterprise, by the leading men in the automobile industry, in the same way they handle their other business affairs, this road can be honestly, substantially built, and completed by May 1, 1915, so that we will have a perfect automobile highway over which thousands will tour to the Panama Canal Exposition in San Francisco in May or June, 1915.

This plan has been examined carefully by leading manufacturers and financiers, and endorsed as entirely logical and possible of execution.

Naturally, from the viewpoint of the individual, the undertaking is awe-inspiring, but it is not a heavy burden for America's giant automobile industry.

The tax on each individual who contributes to the fund will not be burdensome. The benefits are certain and easily seen.

As soon as sufficient pledges have been received, a working organization will be perfected by the contributors and definite contribution agreements will be furnished for signature.

### KANSAS UNDERTOOK SANTA FE TRAIL

Work Does Honor to Early Pioneers Who Blazed Trails Westward.

The Santa Fe Trail was the pioneer and the largest good roads movement in the West. It is a modern good road from Kansas City to Albuquerque and traverses a very famous section. It passes through the territory formerly traversed and made famous by the Old Santa Fe Trail, that highway of adventure and travel and commercial activity in early days of the last century, and for many miles this modern road of our runs along the famous old trail. It passes through some very fine towns like Ottawa, Emporia, Newton, Hutchinson, Larned, Garden City, Lamar, Las Animas, La Junta, Trinidad, Raton.

The distinguishing features of the Santa Fe Trail movement was that it brought organization into good roads. When I organized this movement several years ago, nothing big or nothing organized had been done in good roads. Myself and Mr. C. H. Scott, of Hutchinson, Kansas, managing editor of the Hutchinson News, thought something big in the way of good roads ought to be done, and that organization in this construction is feasible. But in this construction is feasible. But in this construction is feasible. But in this construction is feasible.

The fund of \$10,000,000 will give us more than \$5,000 per mile to spend on materials for this road.

Some of the best road roads in Northern Indiana and Northern Ohio, nine feet wide and twelve inches thick of rock, with two inches of screenings, cost, for material only, \$2,270 per mile.

Labor to complete this road—rolling.

President, the New Santa Fe Trail.

Between Deadwood and Spearfish a fine mountain road has recently been con-

structed by the commissioners of Lawrence County. This road was laid out and built under a competent engineer as a cost of \$40,000 for about four and a half miles. It is a fine example of modern highway construction.

The South Dakota scenic highway road will form an important link in a transcontinental highway over one of the middle routes. At Sioux Falls on the east connection is made with the Waubesa trail, a cross-State highway extending through Iowa. The road will cross the Cheyenne River at Sioux Falls, a bridge near Creston. This bridge is now under construction. At Rapid City connection will be made with the Black Hills Scenic Highway, a public subscription with roads extending west and south through the Black Hills.

A reconnaissance over the Aberdeen, Minn., road, covering a distance of 100 miles between terminal points, was made by the State engineer on June 2-23, 1912. Since then several thousand dollars have been expended by public subscription and considerable work on the road has been done.

The Watertown, Redfield, Gettysburg road is projected to extend from Watertown westward through Redfield and other intervening towns to Gettysburg on the Missouri River. At Watertown the Meridian Road, a public subscription will be made with a road eastward through Minnesota.

Several other trunk highways in the State have been projected; these propositions will be taken up and carried out in due time. As a natural result of the establishment and construction of these trunk highways, numerous tributary roads will be built to connect at various points.

The foregoing list comprises an ambitious programme of road building, especially for an agricultural State with comparatively small population. It is proposed, however, to utilize existing roads as far as practicable and to extend existing roads in order to carry out the programme. The programme contemplates the construction of good earth roads, with reasonable grades, properly formed roads, and suitable provision for drainage. The lines to be surveyed and built under competent engineers, and maintained in good condition after construction.

For the Meridian road a standard form of cross-section was adopted and specifications were prepared. The cross-section for ordinary prairie condition has a width of 30 feet between centers of side ditches, and a depth of 24 inches above bottom of ditches, the height varying according to character of soil. Culverts over 3 feet in diameter to be of concrete, and those of 24 inches and under to be of wood, with abutments and piers of stone or concrete.

STATE HIGHWAY COMMISSIONS.

Order in which States inaugurated official effort for highway work:

New Jersey..... 1891

Massachusetts..... 1892

Vermont..... 1892

California..... 1895

Connecticut..... 1895

New York..... 1898

Maryland..... 1898

Maine..... 1901

North Carolina..... 1901

Rhode Island..... 1902

Pennsylvania..... 1903

New Mexico..... 1903

Washington..... 1903

Illinois..... 1903

Delaware..... 1903

Ohio..... 1904

Low..... 1904

Washington..... 1905

Michigan..... 1905

Idaho..... 1905

Virginia..... 1905

Colorado..... 1908

Georgia..... 1908

Missouri..... 1909

Utah..... 1909

West Virginia..... 1909

North Dakota..... 1909

Alaska..... 1910

Louisiana..... 1910

Albany..... 1911

Kansas..... 1911

Nevada..... 1911

Oklahoma..... 1911

South Dakota..... 1911

Wyoming..... 1911

Kentucky..... 1912

Mississippi..... 1912

\*Discontinued.

GEORGIA USES CONVICTS TO HER GREAT ADVANTAGE IN NEARLY ALL COUNTIES

The estimated public road mileage of the State of Georgia in 1911 was \$3,965, which is an increase of 1,704 miles over the road mileage of 1910, the date of the last statistical road data published by this department. During last year there were constructed in the State 35 miles of macadam road, 235 miles of road surfaced with gravel and chert, and 4,677 miles of road surfaced with sand-clay mixture. These figures show that within the last two years there has been very rapid progress made in improving the roads of the State. Especially has this been true in regard to the construction of gravel and chert roads and sand-clay roads. In 1910 the statistical road data showed that up to that date only 502 miles of gravel and chert roads and 2,121 miles of sand-clay roads had been constructed, whereas in 1911 there were constructed 235 miles of gravel and chert road and 4,677 miles of sand-clay road. In other words, the total number of miles of gravel and chert roads constructed last year was nearly one



100



## SCENIC HIGHWAY FOLLOWS CREST OF BLUE RIDGE

Will Open Appalachian Range Regions Now Remote from Travel.

### TO DEVELOP THE SOUTHEAST

Will Connect Virginia and Georgia and Make Accessible Places Now Obscure.

By JOSEPH HYDE CRAIG.

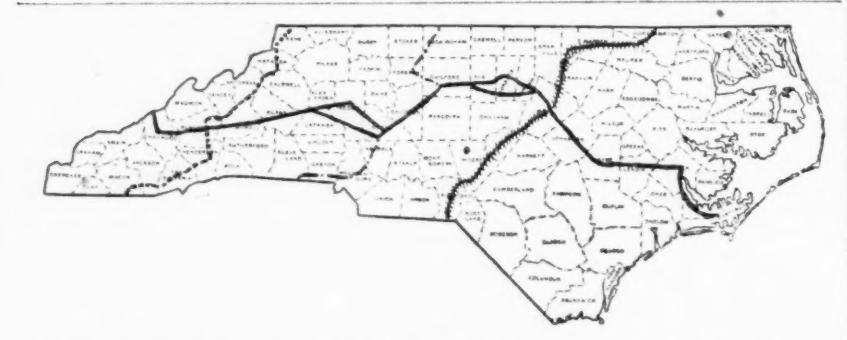
State Geologist of North Carolina.

There is in the southeastern part of the United States a section of country that is unrivaled or unsurpassed in its scenic attractions, its climate and its pure water; and this region is soon to become one of the chief attractions of this country. This is the Southern Appalachian Mountains, embracing portions of North Carolina, Virginia, Tennessee, and Georgia, and contains the loftiest mountain peaks east of the Rocky Mountains, with mountain slopes covered with more varied fauna and flora than are found in any other sections of the United States.

The principal reason why this grand section of our country is not better known and more extensively traveled is the lack of means of transportation. It is true that several railroads penetrate these mountains, but it is necessary to have good automobile roads to reach these mountain regions before it will become accessible and attractive to sightseers, pleasure-seekers, and the like. In order to remedy this defect, a gigantic plan has been worked out for the construction of a system of improved highways through the Southern Appalachian Mountains and the Southern Appalachian Good Roads Association has been organized, whose sole purpose is to see that this is accomplished—and it is being accomplished.

The pioneers in this work believed that the construction of a highway right through the heart of this mountain region and near the summit of the mountain ranges would do more to attract attention to this section of the country and give quicker results in good road construction than anything else. Thus was born the idea of the "Crest of the Blue Ridge Highway" to extend from Virginia to Georgia.

This highway is now being constructed.



Map indicating progress of highways in North Carolina. The heavy black line is the route of the Central Highway, from the coast to Tennessee. The dotted line is the route of the Blue Ridge Highway, from the coast to Virginia. The line in the center is the National Highway (New York to Atlanta). The dotted line is the Quebec-Miami route.

and, when completed, will rival all other highways in this country for rugged location and scenic beauty.

Although roads built primarily for commercial purposes for the use of the tourist are common in many countries of Europe, they have not been built to any great extent in this country, and thus the tourist has been unable to reach the Southern Appalachian Mountains through which the "Crest of the Blue Ridge Highway" will pass contains the highest and most rugged mountain ranges in the eastern United States. From Marion, Va., the highway will pass around Whitetop Mountain and enter North Carolina via Ashe County and pass through Boone, Blount, and Watauga counties, Little Switzerland, Asheville, Hendersonville, Brevard, and Highlands, entering Georgia probably via Rabun Gap. The highest point of the road will be Stephens Gap with an altitude of approximately 5,500 feet, where the highway will be within 800 feet of the top of Mount Mitchell, the highest mountain peak of the Rocky Mountains.

On account of the character of the country through which part of this highway passes and its scenic population, it will be necessary to have a considerable portion of it by private subscription, and so instead of being a public road it will have to be, for the time being, a toll road. This toll road will be between Boone and Asheville, North Carolina, a distance of about 120 miles. From Boone to Linville, a distance of thirty-two miles, there is already a road which will become part of the Crest of the Blue Ridge highway. From Linville to Asheville the location of the road has been surveyed and there is no grade on over 45 per cent.

**Close to Mountain Top.**  
The Blue Ridge is crossed and recrossed so that the highway is sometimes on one side and then on the other, but keeping as nearly as possible to the higher portion of the mountains. The highway passes through the Blue Ridge, and through this portion of the highway offers some very heavy work, the road has been located with an average of 45 per cent.

For the past three years we have been surveying the route of this highway, and in July 1912 the actual construction of one of the lines was commenced. We are now building from Linville toward Linville. The road which has been built is 24 feet wide from ditch to ditch, and on curves it is from 20 to 30 feet wide. Although the road is not now being surfaced, plans are made to surface 5 feet of the road with sand and gravel. There are now men at work on the road and we are building as rapidly as possible toward Humpback Mountain.

It is the desire of the Appalachian Highway Company, which company has been chartered to build this highway, to have open by next summer the portion of the highway from Little Switzerland to Linville via the Blue Ridge. By doing this we will open up for travel, suitable for automobiles, over fifty miles of road with a fairly good connection at Blowing Rock with a highway leading to Lexington and the Piedmont section of North Carolina.

**Part of Road Is "Toll."**  
Although the road from Boone to Asheville will not be a public road, but a toll road, we are getting all the people along the line interested in the highway. They are giving us right-of-way and also making subscriptions to the stock company. When the work was started three years ago to make a survey for a route of the highway, there were only a few of us who were sanguine as to the building of the highway, and there were not many who had very strong expectations that work would actually begin on the construction of the highway at any very early date. We have been fortunate, however, in being able to arrange means for beginning this work and

it is expected that this can be continued until the highway is open to Linville and Little Switzerland. With these two places connected by a first-class highway, it will not be very difficult to obtain further funds to continue the highway westward toward Mount Mitchell and Asheville.

Although, as I have stated before, there will be a great deal of heavy work on this highway through the Black, Balsam, and Craggy mountains on account of the amount of solid rock that will be encountered, yet even if the road costs as high as \$10,000 or \$12,000 per mile for certain sections, it will pay for itself in the money that it will bring in. It will open up a section of country the scenery of which is equal to any in the world, and it will attract tourists in such numbers that the country by reason of the road will in a very short time more than pay for the actual construction of the highway.

The construction of the highway has been started and we do not expect to stop until it has been built right through the heart of the mountains of the Southern Appalachian range. It is going to be completed, and we are going to be proud of the Crest of the Blue Ridge Highway.

### NEW JERSEY, FIRST TO ADOPT STATE LAW, MAKES REPORT

The total amount expended by the State and the number of miles paid for in each county from the passage of the State aid law to October 31, 1911, are as follows:

County	Miles	Amount
Atlantic	11,775	\$10,000.00
Bergen	21,303	18,438.15
Hudson	17,723	15,399.00
Camden	10,755	9,243.88
Cape May	4,255	3,619.50
Gloucester	1,239	1,072.12
Monmouth	11,422	9,812.50
Passaic	8,520	7,340.00
Union	3,472	2,982.00
Warren	1,843	1,582.50
Windsor	13,780	11,825.00
York	23,218	19,920.00
Delaware	7,668	6,585.50
Essex	7,856	6,786.50
Franklin	6,511	5,612.50
Hamilton	7,752	6,682.50
Lawrence	12,910	11,182.50
Livingston	14,731	12,624.00
Montgomery	23,497	20,270.00
Northampton	1,738	1,500.00
Northumberland	1,738	1,500.00
Perth	1,738	1,500.00
Rocky Hill	1,738	1,500.00
Somerset	1,738	1,500.00
Worcester	1,738	1,500.00
Total	1,738	\$10,000.00

The State highway law of New Jersey has been in operation since 1891, it being first the State to adopt such a measure. The State commission idea is therefore as yet only twenty-one years old.

## CONNECTICUT'S EVOLUTION OF ROADS MEASURES

History of State and Effort in Third State to Adopt Fully Set Forth.

### MEANS FITTED TO ENDS

The Expenditures Have Been Wise and the Results Very Satisfactory.

Connecticut was the third State to adopt the "State aid plan." The first State aid law, creating a triple-headed commission, was enacted in 1885 and went into effect June 1 of that year. As the State holds biennial sessions, all laws and appropriations are for two years. The appropriation on the part of the State for the first two years was \$75,000 per year, to which the counties and the towns contributed an equal amount, making a total fund for the two years of \$150,000. One hundred and twenty towns applied for an appropriation under this law.

The law was amended in 1887; the triple-headed commission was abolished, and the present State Highway Commissioner was appointed. He has held that office continuously up to the present time, and as he was chairman of the first board he has been identified with the movement ever since its inception, a total of seventeen years.

The law of 1887 eliminated the counties as a factor in the expense, making the State and the towns equal contributors. The total appropriation for the two years was \$100,000. Ninety-nine towns applied for an appropriation under this law.

**An Important Change.**  
The law of 1899 comprehended a very important change. Recognizing the fact that the larger towns and the cities were more able to contribute for road improvement than the smaller towns, the law was amended so that the basis of award of State aid money provided that in towns having a grand list of over \$100,000 the State should pay two-thirds of the expense of the improvement, while in towns having a grand list of less than \$100,000 the State should pay three-fourths of the expense. This law had provided \$75,000 for the two years. One hundred and fifty-eight towns out of a total of 168 made application for an appropriation under this law, and a total of \$101,250 was expended.

The law of 1901 provided for an appropriation for the two years of \$150,000, with the same basis of award in operation. Provisions were made in this law for the payment of the cost of the highway. Ten thousand dollars was appropriated for the purchase of portable stone crushers. One hundred and thirty-two towns made application for an appropriation under this law, and a total of \$120,125 was expended.

**Another Marked Departure.**  
The law of 1905 comprehended another marked departure, and one that had an important bearing on future legislation. Commissioner MacDonald had appreciated the fact that since the advent of the automobile the character of the roads had changed. The roads were no longer of local character and the improvement of these trunk lines had become a hardship on the smaller towns. Therefore, the law was amended so that the State should pay two-thirds of the expense of the improvement of trunk lines, and in this trunk line work the towns were not forced to participate to the extent of sharing the expense of the construction. The regular appropriation for the two years was \$150,000, and the basis of award was the same. New features, in addition to those embodied in this law, were the appointment of deputies, engineers, and inspectors, as this was the first year the State assumed the obligation of making surveys and furnishing plans. An appropriation of \$10,000 a year also was made to assist the towns in making repairs on the State roads. Up to this time the towns were obliged to make repairs on the State roads without any financial assistance from the State. One hundred and thirty-three towns made application for an appropriation under this law, and a total of \$188,470, showing the extreme popularity of the movement and the appreciation of the towns.

**Many Towns Apply.**  
The law of 1907 has been denominated as the "best and most helpful" under which the State has operated. The State made an appropriation of \$150,000 for the two years or over three times the former appropriation. The trunk line

work has been continued, and the State has been able to make repairs on the State roads without any financial assistance from the State. One hundred and thirty-three towns made application for an appropriation under this law, and a total of \$188,470, showing the extreme popularity of the movement and the appreciation of the towns.

**State Highway Commissioner.**  
The State Highway Commissioner, W. J. Roberts, has been in office since 1905. He has been very successful in his work, and has been able to make repairs on the State roads without any financial assistance from the State. One hundred and thirty-three towns made application for an appropriation under this law, and a total of \$188,470, showing the extreme popularity of the movement and the appreciation of the towns.

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**MISSOURI'S ROAD WORK  
HAS SPRUNG INTO LIFE  
AFTER 40 YEARS' SLEEP**

In the five-year period, 1906-1910, Missouri is fourth in number in the list of States in the miles of rock and gravel roads constructed. This is an indication of the advancement being made in permanent road construction, which may be taken as a reliable indication, also, of the general improvement and care of the earth roads and of the road systems in general. This work has been done until 1910 with the general levy of road taxes.

The improvement has been so rapid since 1910 that sentiment has developed to the point of demanding increased action, and has been since then turning very rapidly to voting road improvement by local communities for road improvement. The State has been very active in promoting the good roads sentiment, and in working with local good roads clubs and commercial clubs in producing good results. In 1911 the State Legislature enacted statutes establishing several State highways, providing for their location and survey under the supervision of the State engineer, and providing for convict labor upon them. The counties, however, bear all the expense of the construction.

**State Highway Engineer, Columbia, Mo.**  
The good roads movement is rather in its infancy in this State, active progress along this line having been made only within the last two years. About twenty years ago the State Highway Association was organized, which has been active in promoting the good roads sentiment, and in working with local good roads clubs and commercial clubs in producing good results. In 1911 the State Legislature enacted statutes establishing several State highways, providing for their location and survey under the supervision of the State engineer, and providing for convict labor upon them. The counties, however, bear all the expense of the construction.

## TO LINK NATIONS, QUEBEC TO MIAMI ROAD PROPOSED

Association Fostering Project Reports Progress Made in Last Year.

### COMPLETION EXPECTED BY 1915

Secretary Norman M. Parrott Tells of Project of Highway From Canada to Gulf.

**BRIEF PREPARED BY HOWARD D. HADLEY, PRESIDENT, QUEBEC-MIAMI INTERNATIONAL HIGHWAY ASSOCIATION, PLATTSBURG, N. Y., NOVEMBER 12, 1912.**

During 1912 a strip of road, about twenty-five miles in length, was completed in the Province of Quebec, Canada, between Route Point, N. Y. (at the boundary line), and Montreal, P. Q., leaving seventeen of the forty-two miles between these two points to be finished early next spring. A survey has been completed of the 172-mile strip between Montreal and Quebec along the north bank of the St. Lawrence River. This 172-mile stretch will be started next spring, and a strong effort made to complete it before November, 1913.

In New York State about two-thirds of the 370 miles between Route Point, N. Y. (at the Canadian boundary line), and New York City is entirely completed; yes, I should say fully three-fourths of this is done. The contracts for the remainder have been let, with the exception of two or three little eight or ten mile strips. New York State has just voted \$500,000 more for good roads on election day last week, the first \$500,000 having been all either spent or contracted for.

In New Jersey the road is all done. In Pennsylvania there is practically nothing more to do. Delaware is all right, and Maryland has built two needed strips and arranged for the balance to be built next spring. Virginia has made tremendous strides. The strip from Washington, D. C. to Richmond, Va., which had fair to be the last to be built, is now under way. Richmond city has raised \$75,000 by private subscription, the counties are bonding themselves, and the work is being pushed.

**WASHINGTON ACQUIRES  
GOOD RESULTS UNDER  
PERMANENT HIGHWAY LAW**

There has been expended for road improvement by the State, by the several counties, by the Federal government, and railroads, \$10,200,783 in the past two years.

The State tax commission has levied a half mill, yielding \$500,000 for State highways, and one mill, yielding \$1,000,000, for permanent highways. This latter is a "home rule" measure and gives back to the several counties in the same ratio as contributed to the State funds.

About \$100,000 has been expended on roads and bridges in Washington the last two years. This may be distributed as follows:

Under Highway Commissioner—	\$241,700.00
State aid road and permanent highways, 1,200,000.00	
County supervision—	3,380,192.50
County roads and bridges—	1,712,596.75
District assessments—	7,598.35
State aid road and permanent highways, 1,200,000.00	
Sale of bonds (Pacific County)—	100,000.00
Federal government—	26,287.11
Railroad—	32,000.00
Military reserves—	12,000.00
Indian reservations—	12,000.00
Steam and electric to replace roads appropriated for right of way (estimated)—	100,000.00

I consider the permanent highway law the best good roads measure ever adopted. Under it the several counties have constructed 168 miles of permanent roads during the last fifteen months. We are operating five State quarries with efficient. We find convict labor very efficient. Their employment serves a double purpose to help the convict and to furnish road material at a reasonable price.

It is confidently expected that the coming legislature will appropriate money for permanent highways and State roads for the biennium, 1913-15.

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Highway Commissioner, Olympia, Wash.

**State Highway Commissioner, Boston, Mass.**  
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HAS SPRUNG INTO LIFE  
AFTER 40 YEARS' SLEEP**

In the five-year period, 1906-1910, Missouri is fourth in number in the list of States in the miles of rock and gravel roads constructed. This is an indication of the advancement being made in permanent road construction, which may be taken as a reliable indication, also, of the general improvement and care of the earth roads and of the road systems in general. This work has been done until 1910 with the general levy of road taxes.

The improvement has been so rapid since 1910 that sentiment has developed to the point of demanding increased action, and has been since then turning very rapidly to voting road improvement by local communities for road improvement. The State has been very active in promoting the good roads sentiment, and in working with local good roads clubs and commercial clubs in producing good results. In 1911 the State Legislature enacted statutes establishing several State highways, providing for their location and survey under the supervision of the State engineer, and providing for convict labor upon them. The counties, however, bear all the expense of the construction.

## Commercial Organization In Good Roads Campaign

Facts Brought Together From All Over the Nation that Show City and Country to Be Working Together.

Address of G. Grosvenor Dawe, Chief of Editorial Division of the Chamber of Commerce of the United States of America, before the American Road Congress, Atlantic City, October 2, 1912.

Within the past few years the organizations of the United States have multiplied by the thousands. Within fifteen years the strongest and most effective agencies for the improvement of the country have come into being. It has come not by initiation in the country districts, but by the recognized dependence of the cities, particularly the cities of smaller size, on the country districts. In other words, I am simply stating that improved vehicular transportation—which finds its highest form in the automobile—has come to be a matter of national importance. Commercial organizations in practically every town of any size are helping along the good roads cause in a very effective way—by instigating legislative action, by educational campaigning—by co-operation with State highway commissions—by appointing road committees to investigate road conditions—by holding "good roads rallies"—by distributing literature urging action for good roads.

**Uniting City and Country.**  
The common sense of the situation that has been recognized in rural regions as well as in cities, has brought about the cooperation of commercial organizations in that good roads must lead somewhere—good roads must be provided for the main lines of travel. The good roads movement is in all cases, be it toward a market or a shipping point. Consequently, apart from the improvement of the highway, the efforts of commercial organizations in the past few years have been entirely practical and have brought immediate results in the country region through economy of traction.

When I come to detailing all these activities, I am embarrassed by the varied form of the activities, and I cannot tell you one fraction in the time allotted to me of what has been done. I can simply place before you a few activities of unusual interest and ask you to assume that other activities are common to the nation over. Let us refer to what has been done in Meridian, Miss., as a type of the efforts of the country region with the consuming city. Through the activities of the commercial organization—the Board of Trade—the city of Meridian is now sweeping over the State of South Dakota is the State Development Association, which is composed of all State-wide business organizations. This organization enlists under its standard all the commercial clubs in the various cities, and under its direction there have been called meetings for the purpose of projecting cross State highways.

**Some Unique Efforts.**  
In a unique undertaking in Ellis, Kans., the Commercial Club brought men together and completed on "Good Roads Day" the working of all roads leading into the city.

Another example of commercial organizations actually working roads in Kansas was that of the Meridian Road Club, from Linn to Palmer in Washington County. All labor was given free; there were 150 men, 35 teams, and 2 traction engines at work. The State engineer, superintendent of road construction of Washington, D. C., is going over the road to see the work. The road is the best method of improving same, and surfacing them with the best material. After his report is received, it is the intention of the State to improve the road to a total of some 150 miles of road, the approximate cost to be about \$400,000.

**Kansas Team Work.**  
In Kansas the commercial clubs of Norton, Hutchinson, Emporia, Holton, and Salina have organized the American Freeholders Association, held good roads meetings in their respective towns. In each case expert speakers were present.

The central highway of North Carolina has been very materially assisted in its construction by several commercial organizations. The Chamber of Commerce of Raleigh has a good roads committee, and through this committee has had several meetings in the interest of that portion of the central highway and in the interest of the State. The Board of Trade and the Retail Merchants' Association of Asheville have assisted in the road work of its success. The Asheville Good Roads Association, North Carolina Good Roads Association, and this convention was the most successful one ever held in the State of North Carolina. The Chamber of Commerce of Asheville has been very materially in building Johnston County's link of the central highway.

In New Jersey there has been in each city where the State is building a road, a good roads movement, and most of these efforts have been directed at either the city or township authorities or the Board of Freeholders of the county.

**Grand Old Georgia.**  
The marvelous transition in Georgia during the past four years, where at times one hundred miles of road a day was improved by the use of convicts, is directly traceable to the Atlantic Chamber of Commerce, which called a State convention five years ago.

In the State of Tennessee the commercial organizations of Memphis, Knoxville, Nashville, and Chattanooga have all taken active interest in the development of good roads throughout the State. The Knoxville Board of Trade has particularly interested itself in the development of roads in southeastern Tennessee, with the purpose of linking these with the Nashville Board of Trade. The Nashville Board of Trade has an assistant secretary in the field, the major portion of whose time is occupied in visiting the good roads meetings held in various parts of the State. This agent, Mr. C. C. Gilbert, has given special attention to the development of the Bristol to Memphis highway.

The efforts from these widely separated States in these intelligent, organized effort initiated in the cities, and growing out of the vision of commercial organizations, are a chain, therefore, that your great campaign is being aided in organized bodies deeply interested in locally development.

Vermont began in 1906 to aid the towns of the State in highway improvement by furnishing dollar for dollar expended by the town in permanent improvement. The work has been done under the direction and supervision of a State Highway Commissioner who is assisted by a county supervisor in each county. The amount of money appropriated by the State has increased from \$50,000 in 1906 to \$150,000 annually for 1911-12. The total amount of money spent under the law in 1911 was over \$400,000. The plan of improvement in our State is to make the best use of the material that we have at hand, and with the tools that can be easily obtained in each town, as the town is the best place to start. The result has been that nearly 100 miles a year have been improved, and last year about 184 miles was improved with the \$400,000 above mentioned.



## THE NATION'S BUSINESS

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MONDAY, NOVEMBER 18, 1912.

## THE NATION'S BUSINESS.

(Reprinted from No. 1.)

The nation's business is to learn the extent of our resources and to understand the interests of our population, without whose activities resources have no value.

The nation's business is to regard the use of resources as better than either waste or disuse, and therefore to move for conservation that shall safeguard the future while serving the present.

The nation's business is summed up in three productive lines—agriculture, mining, and manufacturing; in three distributive lines, transportation, distribution, and finance; and in various activities dependent upon production and distribution—education, the professions, governmental life, altruistic service, and the like.

The nation's business is to believe that all who render service are entitled to reward, and to implant the element of hope and courage in every human being who, in his place, is doing his duty well.

The nation's business is to strive for a genuine equilibrium between agriculture, industry, and commerce.

The nation's business is to work for unity of purpose in variety of tasks; to seek to produce one spirit of patriotism, expressing itself in the activities and aspirations of forty-eight States and our insular possessions, and to look forward to more cohesiveness and riper judgment in the years that yet stretch before a nation so young.

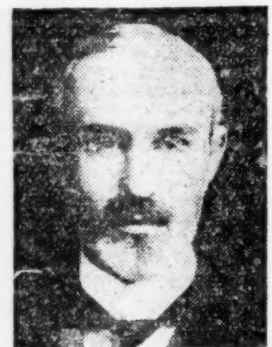
The nation's business is to safeguard from exploitation all who come from foreign lands to throw in their lot with us, and to impart immediately to their children the sense of actual inheritance in all the deeds and growth and successes that have been ours since we first breathed the breath of life as a nation.

The nation's business is to place before each American child such educational opportunities as can prepare it for the battle of life.

"The Nation's Business" will set forth periodically affirmative information and thought regarding our progress as a nation. Its columns will not be controversial. It will not touch partisan politics. It will assume that each public servant is well-intentioned and that he is entitled to that assumption until proved unworthy. "The Nation's Business" will neither muck-rake, denounce, or defame. Its editorial motive is to place before the editorial writers of the country and the officials of organized efforts the constantly varying phases of development connected with the resources of the nation, so that knowledge may be widely increased and constructive suggestions become quickly known in every nook and corner of our far-flung territory.

## A CLEARING HOUSE PROVIDED

Every business organization of any standing in this country should be a member of the Chamber of Commerce of the United States, for by no other means is it possible to crystallize the business opinion of the United States in a fair and equitable way, and make it effective. The common meeting place, the clearing house provided by the National Chamber, will help individual organizations in the solution of their problems through the exchange of ideas, and thus strengthen the business situation in every section of the country. A large part of the success that has been gained in commercial development in European countries in recent years has been due to the co-operation of government and business men through the medium of organizations built along lines similar to those of our National Chamber.



JOHN H. FAHEY,  
Chairman Executive  
Committee.  
Boston, Mass.

## Extracts from By Laws of the Chamber

The following are quotations in part from the by-laws of the Chamber of Commerce of the United States of America. They answer questions as to (1) Name and Purposes; (2) Membership; (3) Representation; (4) Dues; (5) Councilors; (6) Submission of Questions.

## ARTICLE I—Name and Purposes.

This association shall be known and designated as the Chamber of Commerce of the United States of America. It is formed for the purpose of encouraging trade and commercial intercourse between the States, Territories, and insular possessions of the United States of America and with foreign nations and of promoting co-operation between chambers of commerce, boards of trade and other commercial and manufacturers' organizations of the United States, increasing their efficiency and extending their usefulness. It is intended to secure co-operative action in advancing the common purposes of its members, uniformity of action in business usages and laws and proper consideration and concentration of opinion upon questions affecting the financial, commercial, civic, and industrial interests of the country at large.

## ARTICLE II—Membership.

Section 1. Commercial or manufacturers' associations not organized for private purposes shall be eligible for

constituent membership in the Chamber. Such associations shall be of two classes: First, local or State, commercial or business organizations, whose chief purpose is the general development of the commercial and industrial interests of a single State, city or locality; Second, State, interstate or national organizations whose membership is confined to one trade or group of trades, and such other bodies of similar purpose as the directors approve.

## Section 2. (This section defines the form of application.)

Applications for membership shall be acted upon by the board of directors at the first meeting of said board following their receipt; provided that by direction of the president a mail vote may be taken in the interim between meetings.

## ARTICLE III—Representation.

Section 1. Each member of this chamber in good standing shall be entitled to the following representation and vote at all meetings. An association having twenty-five members shall be entitled to one delegate and one vote and for each two hundred additional members in excess of twenty-five one additional delegate and one vote; an association of less than twenty-five members may be admitted to membership if in the judgment of the board of directors its importance justifies it, and shall be entitled to one delegate and one vote; but no association shall be entitled to more than ten

delegates and ten votes. No member of this chamber shall be considered to be in good standing unless its dues shall have been paid in full to date.

Section 2. (This section defines credentials.)

## ARTICLE IV—Dues.

Section 1. The annual dues of each constituent member of this chamber shall be payable to the secretary on the date of acceptance or of election of the member, and thereafter annually on that date. The rate of dues for each member shall be based upon the scheduled annual income from membership fees and shall be approximately one-half of 1 per cent of such scheduled income, provided, however, that no member shall pay annual dues of less than \$10 or more than \$700.

Section 2. For convenience in fixing dues on the basis set forth in the foregoing section, and in order that computation may be more easily made, members shall be divided into classes and pay dues as follows:

Class	Income	Dues
A	\$1,000 or less	\$10.00
B	1,001 to 2,000	20.00
C	2,001 to 3,000	30.00
D	3,001 to 4,000	40.00
E	4,001 to 5,000	50.00
F	5,001 to 6,000	60.00
G	6,001 to 7,000	70.00
H	7,001 to 8,000	80.00
I	8,001 to 9,000	90.00
J	9,001 to 10,000	100.00
K	10,001 to 12,000	120.00
L	12,001 to 14,000	140.00
M	14,001 to 16,000	160.00
N	16,001 to 18,000	180.00
O	18,001 to 20,000	200.00
P	20,001 to 25,000	250.00
Q	25,001 to 30,000	300.00
R	30,001 to 35,000	350.00
S	35,001 to 40,000	400.00
T	40,001 to 45,000	450.00
U	45,001 to 50,000	500.00
V	50,001 to 60,000	600.00
W	60,001 or more	700.00

Section 3. The income from membership fees in each organization shall be based on the scheduled individual fees multiplied by the number of members in the organization.

Section 4. If an organization has several classes of members paying different rates of dues the board of directors of the chamber shall decide in which class the organization shall be placed in fixing its annual dues to the chamber.

Section 5. (This section provides for suspension for nonpayment of dues.)

ARTICLE VIII—National Councilors.

Section 1. For the purpose of curing continuous co-operation with the board of directors of as many able business men as possible in every section of the country there is created the National Council, which represents every organization in the chamber shall act in an advisory capacity to the board of directors.

Section 2. The National Council shall be composed of one member from each constituent body in the chamber who shall be chosen by said member immediately following its election to membership in such manner as said constituent body may prescribe. Said member shall be known as a National Councilor and shall serve for one year and until his successor has been elected. If the office of a National Councilor shall become vacant it shall be filled by the election of a new councilor by the body affected.

Section 3. At least one day in advance of the annual meeting the National Council shall meet upon the call of the president. It shall also meet at such times and places as in its judgment may seem best, and it may be convened in special session upon call of the president or by vote of the board of directors, or by demand of one-third of its members. Notice of all meetings of the National Council shall be sent to each member at least twenty days in advance thereof, and shall state the business to be considered. At all the meetings of the National Council and whenever any matter is submitted to the members of the council for action, each member of the National Council shall have one vote. The president shall preside at meetings of the National Council. If he is unable to be present he shall designate one of the vice presidents to act.

Section 4. At the meeting of the council preceding the annual meeting, the programme of the annual meeting of the chamber and the order in which questions to be submitted shall come up for discussion shall be submitted to the National Council for approval. It may consider any questions included in the programme and express its opinion on them for transmission to the annual meeting.

Section 5. It shall be the duty of each National Councilor to bring to the attention of the officers and directors all matters that come to his notice in his own locality valuable to the members of the chamber for purposes of information or such questions as seem to him to call for consideration on the part of the board of directors, or the membership at large. All questions of national character submitted by mail for the consideration of members as hereinafter provided for shall be brought to the direct attention of the National Councilor representing each organization when the aforesaid question is transmitted to the secretary of his organization. It shall be incumbent upon the said councilor to see that the question is given prompt attention by his organization and its expression of opinion returned in due order to the national headquarters.

Section 6. No paid official or employee of any constituent member shall be eligible for election as an officer, director or member of nominating committee of the chamber.

Section 7. Fifty members of the council shall constitute a quorum at any meeting of said body.

## ARTICLE X—Submission of Questions.

Section 1. All subjects considered or acted upon by this chamber shall be national in character.

Section 2. All propositions, resolutions, or questions, except those which involve points of order or matters of personal privilege, shall be submitted for action in writing only by the constituent bodies, or by the council, or board of directors, provided that by consent of two-thirds of the delegates present at a meeting a subject not so presented may be considered.

Section 3. (First Consideration.) A constituent body desiring to present a subject for the consideration of this chamber shall commit its proposal to writing and forward it to the general secretary.

It shall be the duty of the general secretary to bring this question before the board of directors by mail or telegraph, or at its first meeting, whereupon the directors shall order the question printed with such arguments as may be presented by the proposing member, unless it be the opinion of said board that the question is not of national importance. If the board of directors decide that a question submitted shall be considered on more than ten

Continued on Page Eight.

## Organization Members of the Chamber of Commerce, U. S. of A.

State and City	Organization	Councilor	Delegates
Alabama—			
Mobile	Cham. of Com. & Business League		
Alaska—			
Phoenix	Board of Trade		5
Arkansas—			
Pine Bluff	Chamber of Commerce		2
California—			
Sacramento	Chamber of Commerce		4
San Francisco	Chamber of Commerce		10
San Jose	Chamber of Commerce		3
Colorado—			
Denver	Chamber of Commerce		9
Connecticut—			
Bridgeport	Board of Trade	S. E. Vincent	4
Derby	State Bus. Men's Ass. of Conn., Inc.		
New Haven	Chamber of Commerce		

## A NATION-WIDE SUGGESTION

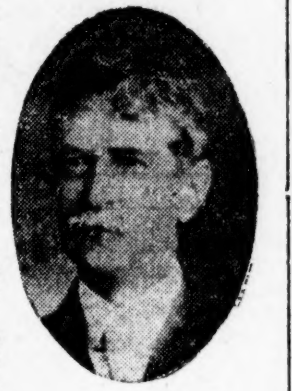
Every commercial organization should belong to the National Chamber equally because of what it can give and because of what it can get.

It can give force and power and the support of its section to the intelligent expression of the best business judgment of America upon nationwide questions.

It can originate discussion and formal consideration of any and all questions deemed by it of pressing present consequence.

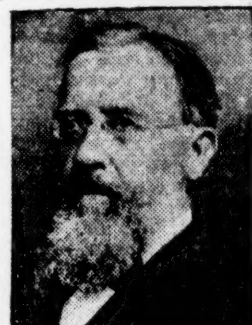
It can get for its members and its community the very latest and best judgment of all the other commercial organizations of the United States.

It will receive semi-official recognition and assistance from the Federal government through the offices of the National Chamber. It will secure the benefit to be derived from offsetting cheap politics in a deeper study of underlying conditions and national requirements than has ever before been attempted in this country.



H. E. MILES,  
Vice President of Mississippi Valley States,  
Racine, Wis.

Delaware—			
Wilmington	Board of Trade	Wm. D. Mullen	3
District of Columbia—			
Washington	Board of Trade		9
Florida—			
Athens	Chamber of Commerce	H. J. Rowe	1
Savannah	Board of Trade		2
Hawaii—			
Honolulu	Chamber of Commerce	S. N. Ballou	2
Idaho—			
Alton	Board of Trade		3
Chicago—			
American Ass. of Refrigeration	Albert H. Read	5	
Association of Commerce	B. C. Hall	10	
Board of Trade	H. N. Sager	10	
Central Supply Association	John F. Wolf	2	
Garment Manufacturers' Assn.	John H. Herzog	1	
Illinois Commercial Federation	D. H. Bethard	1	
Illinois Manufacturers' Assn.	Charles Piez	10	
Industrial Club		1	
Millinery Jobbers' Assn.		1	
National Ass. of Box Mfrs.	E. H. Defebaugh	1	
National Ass. of Ice Cream Mfrs.		4	
National Ass. of Tanners	T. E. Wilder	1	
National Founders' Assn.		5	
National Hardware Lumber Assn.	F. A. Higgins	8	
National Implement & Vehicle Assn.	E. A. McCullough	2	
National Shoe Wholesalers' Assn.	H. S. Higgins	1	
Natl. Slack Coopers' Mfrs. Assn.	A. B. Struthers	1	
Tight Barrel Stave Mfrs. Assn.		1	
Freeport	Citizens' Commercial Assn.	W. L. Calkins	2
Peoria	Association of Commerce		7
Quincy	Chamber of Commerce		5
Rockford	Chamber of Commerce		5



A. B. FARQUHAR,  
Vice President for Eastern States,  
York, Pa.

## A CALL FROM PENNSYLVANIA

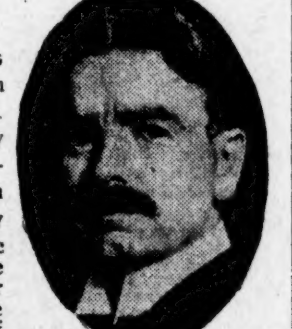
Commercial organizations should become members of the Chamber of Commerce of the United States, because our chamber is a clearing house for all the business of the country, and through its medium, matters of importance can be brought to the attention of Congress and governmental departments in stronger and better form than through any other source, and since in Union there is strength, our chamber will combine the strength of all other organizations in carrying out wise measures for the benefit of business and the community generally.

Indiana—			
Hammond	Chamber of Commerce		5
Indianapolis	Board of Trade		2
Commercial Club			2
New Albany	Chamber of Commerce	C. L. Jewett	2
Indian Harbor	Commercial Club		2
Iowa—			
Cedar Rapids	Commercial Club		3
Clinton	Commercial Club		3
Council Bluffs	Commercial Club		2
Davenport	Greater Davenport Committee, Inc.		1
Des Moines	Greater Des Moines Committee	C. S. Walker	1
Marshalltown	Marshalltown Club		2
Oskaloosa	Commercial Club		2
Sioux City	Commercial Club		2

Kansas—			
Abilene	Natl. Fed. Ret. Imp. & V. Deal. Ass. O. Gosard		1
Arkansas City	Commercial Club		1
Fort Scott	Commercial Association		2
Kansas City	Commercial Club		2
Leavenworth	Commercial Club		1

## NEW ENGLAND'S JUDGMENT

Local and State commercial organizations can make but little progress on any question of national interest, or of State interest only, which must be brought before Congress. They simply represent one locality, and their importance is relatively small; their requests can be laid to one side or refused with ease by Congressional committees. Such is not the case with the Chamber of Commerce of the United States. When it presents a matter or advocates a certain action, it will appear as the representative of the commercial interests of the entire nation; it will speak with authority, and its words will be carefully weighed by the national legislators.



A. M. COOPER,  
Director,  
Bridgeport, Conn.

Kentucky—			
Hopkinsville	Business Men's Assn.	R. L. Castleberry	1
Louisiana—			
New Orleans	Board of Trade	C. H. Ellis	5
Maine—			
Bangor	Board of Trade		1
Maryland—			
Annapolis	Chamber of Commerce		1
Baltimore	Chamber of Commerce	C. C. England	4
Flavoring Ext. Mfrs. Ass. of U. S.	W. M. McCord	1	
Greater Baltimore Committee			2
Merchants & Manufacturers' Assn.			4
Frederick	Board of Trade	D. J. Marker	2



AUGUST H. VOGEL,  
Director,  
Milwaukee, Wis.

## NORTHWESTERN STATES INVITED

The country is confronted at this time with a number of non-partisan problems. Neither Congress nor the Department of Commerce and Labor have ever been able to secure the true sentiment of the business interests of the country on non-partisan national issues. Trade organizations and local chambers of commerce have been too restricted to correctly express an opinion for the country as a whole. The Chamber of Commerce of the United States of America with a wide-spread membership of business organizations can alone reflect the national sentiment and express essential crystallized business opinion. All local commercial organizations should immediately become members.

State and City	Organization	Councilor	Delegates
Massachusetts—			
Boston	Chamber of Commerce	E. A. Filene	10
Massachusetts State B. of T.	J. H. Corcoran	1	
New England Shoe & Leather Assn.	T. F. Anderson	3	
Everett	Board of Trade		3
Haverhill	Board of Trade	D. N. Casey	4
New Bedford	Board of Trade	A. P. Smith	2
Salem	Board of Trade		4
Springfield	Board of Trade	W. H. Shurt	10
Michigan—			
Detroit	Board of Commerce	L. E. Wilson	10
Flint	Board of Commerce	A. H. Saville	6
Grand Rapids	Association of Commerce	C. F. Sweet	10
Kalamazoo	Commercial Club		2
Saginaw	Board of Trade	J. A. Cimmerer	9
Wholesalers & Mfrs. Assn.	E. Schust	1	
Minnesota—			
Duluth	Board of Trade	W. S. Moore	2
Minneapolis	Chamber of Commerce	B. H. Woodworth	6
Civic and Commerce Assn.			2
St. Paul	Association of Commerce		10
Mississippi—			
Greenwood	Business League		1
Missouri—			
Carthage	Business Men's League		1
Joplin	Commercial Club		3
Kansas City	Commercial Club		1
S. W. Interstate Coal Op. Assn.	C. S. Keith	1	
St. Joseph	Commercial Club		10
St. Louis	Business Men's League	W. D. Simmons	10
Manufacturers & Exporters' Assn.	I. H. Sawyer	3	
Merchants' Exchange			10
Natl. Confectioners' Assn. of U. S.	A. J. Walter	5	
Natl. Pipe & Supply Assn.	A. E. Ford	2	
Jobbers & Manufacturers' Assn.			4
Young Men's Business Club			4

## SOUTHEASTERN STATES WELCOMED

The "reasons why" are easy! Every local, State or national trade or commercial organization was born out of a realization that individual effort could only produce results beneficial to the individual—combination of effort was necessary when mutual protection or the general good of an industry or a section was sought.

So it logically follows that local commercial bodies and single trade organizations should now combine their efforts by obtaining representation in the National Chamber of Commerce, which provides the only practicable method of establishing a clearing house for the solution of questions which affect the commerce of the nation.



PAUL J. KRUESI,  
Director,  
Chattanooga, Tenn.

Montana—			
Nebraska—			
Fremont	Commercial Club	1	
Omaha	Commercial Club	8	
Nevada—			
Reno	Commercial Club	C. T. Stevenson	2
New Hampshire—			
Berlin	Board of Trade	J. H. Wight	1
New Jersey—			
Rahway	Board of Trade	W. M. Davis	1
New Mexico—			
New York—			
Brooklyn	Manufacturers' Assn. of N. Y.		5
Buffalo	Chamber of Commerce	W. E. Robertson	10
Kingston	Chamber of Commerce		1
New Brighton	States Island Cham. of Com.		2
New York	American As. of Pub. Accountants	E. L. Sufter	1
	American Bankers' Assn.	L. L. Rue	1
	American Exp. & Imp. Assn.		
	American Meat Packers' Assn.	G. L. McCarthy	1
	American Paper & Pulp Assn.	A. C. Hastings	1
	Bridge Builders' Society	W. C. Coffin	1
	Cotton Exchange	S. T. Hubbard	1
	Merchants' Association	S. C. Mend	1
	Natl. Assn. of Auto. Mfrs., Inc.		
	National Assn. of Clothiers	W. R. Cowling	1
	Natl. Assn. of Glue & Gelatin Mfrs.	H. W. Powell	1
	Natl. Assn. of Mfrs. of the U. S. A.	H. E. Miles	1
	Natl. As. of Sta. & Mfrs. of U. S. A.	F. B. Gibbs	1
	Natl. Cotton Garment Mfrs.' Assn.		
	Natl. Wholesale Dry Goods Assn.		
	Natl. Wholesale Grocers' Assn.	U. S. D. T. Ackerly	1
	Natl. Wholesale Lumber Dealers' Assn.		
	Produce Exchange	W. H. Douglas	1
	Railway Business Assn.		
	Silk Association of America	R. Peugeot	1
	Stationers' Board of Trade		
	U. S. Brewers' Assn.	L. B. Schram	1
	Eastern Millinery Assn.		



## Organization Members of the Chamber of Commerce, U. S. of A.

State and City Organization Counselor Delegates

North Dakota—		
Grand Forks.....	Commercial Club.....	7
Ohio—		
*Akron.....	Chamber of Commerce.....	9
Cincinnati.....	Business Men's Club Company.....	W. J. Wiehgar.....
	Cham. of Commerce and Merch. Ex.....	9
Cleveland.....	Chamber of Commerce.....	A. Swasey.....
	Natl. Machine Tool Builders' Asso.....	1
	National Petroleum Asso.....	1
East Liverpool.....	United States Pottery' Asso.....	1
Youngstown.....	Chamber of Commerce.....	3



### SUGGESTION FROM THE EMPIRE STATE

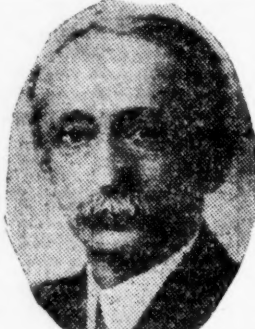
Commercial organizations should become members of the Chamber of Commerce of the United States of America for the purpose of having voice in the legislation by Congress or State Legislatures concerning commerce in this country. Heretofore, commercial interests from different sections have pulled in different directions and failed because Congress could not decide between varying representations. When the commerce of the country shall speak in union, Congress will heed its demands. The chamber will promote education in all matters of business, because the referendum will stimulate discussions among members of constituent organizations. It will increase the influence of each organization.

LUDWIG NISSEN,  
Director,  
New York City.

Oklahoma—			
Oregon—			
Marshfield.....	Chamber of Commerce.....		2
Portland.....	Chamber of Commerce.....	E. C. Giltner.....	9
Pennsylvania—			
Allentown.....	Chamber of Commerce.....	E. J. Lumley.....	2
Beaver Falls.....	Mfrs. Assn. of Beaver County.....	F. W. Walker.....	1
	Tile Mfrs.' Credit Assn.....		1
Philadelphia.....	Chamber of Commerce.....		9
	Natl. Ass. of Hokey & U'd'w. Mfrs.....	F. W. Simons.....	1
	Paint Mfrs.' Assn. of U. S.....	E. T. Trigg.....	1
Pittsburg.....	American Warehousemen's Assn.....	H. McDaniel.....	2
	Chamber of Commerce.....	W. H. Stevenson.....	10
	Oakland Board of Trade.....		1
York.....	Chamber of Commerce.....	A. B. Farquhar.....	3
Wilkesbarre.....	Chamber of Commerce.....		

### ADVICE TO KANSAS ORGANIZATIONS

All commercial organizations should be members of the Chamber of Commerce of the United States of America, because its purposes, as set forth in its articles, are laudable and well calculated to be of inestimable value to our commercial interests, the upbuilding of which is their chief aim. It will create a clearing house for advanced thought concerning commercial matters and have a broadening influence and tendency to familiarize members with subjects of national as well as local importance. But without the general support, both moral and financial, of these organizations the full measure of success can never be attained.



H. J. DODGE,  
Director,  
Abilene, Kans.

Philippine Islands—		
Manila.....	Merchants' Association, Inc.....	3
Porto Rico—		
San Juan.....	Porto Rico Association.....	1
Rhode Island—		
Providence.....	Board of Trade.....	7
South Carolina—		
South Dakota—		
Tennessee—		
Chattanooga.....	Chamber of Commerce.....	H. Wise.....
	Manufacturers' Association.....	E. H. Sholar.....
Texas—		
Cuero.....	Commercial Club.....	1
Dallas.....	Chamber of Commerce.....	J. W. Philip.....
Texarkana.....	Board of Trade.....	T. L. L. Temple.....
Utah—		
Vermont—		
Virginia—		
Alexandria.....	Chamber of Commerce.....	J. T. Preston.....
Lynchburg.....	Chamber of Commerce.....	R. T. Watts, Jr.....
Norfolk.....	North Carolina Pine Assn.....	H. Corwin, Jr.....
Petersburg.....	Chamber of Commerce.....	1
Richmond.....	Southern Hardware Jobbers' Assn.....	J. Donnan.....



B. F. KAUFFMAN,  
Director,  
Des Moines, Iowa.

### IOWA'S DIRECTOR ADVISES WESTERN STATES

Any body of men possessing a reasonable degree of intelligence, willing to give their time to the consideration of national questions, must necessarily accomplish something. When, in addition, they supply the initiative by putting in motion the machinery to carry out their work, they lack only one force, namely, the active support and advice of commercial organizations, local or national in their scope. This force supplied, we have an association which is the clearing house of constructive ideas, which activities will develop to a greater extent both our local and national possibilities. Such an organization is the Chamber of Commerce of the United States of America.

Every commercial organization owes its support not only as a selfish duty, but as a State and national obligation.

Washington— Seattle.....	New Seattle Cham. of Com.....	1
Tacoma.....	West Coast Lumber Mfrs' Asso.....J. N. Teal.....	2
West Virginia— Martinsburg.....	Chamber of Commerce.....	3
Wisconsin— Milwaukee.....	Chamber of Commerce.....W. P. Bishop.....	6
	Merchants & Manufacturers' Asso.....A. T. Van Scoy.....	10
Wyoming— Cheyenne.....	Chamber of Commerce.....	1
Turkey— Constantinople.....	Am. Cham. of Com. for The Levant.....	3
	*Pending.	

\*Pending.

### KENTUCKY ORGANIZATIONS INVITED.

There is one main reason why each and every commercial organization in America should be a member of the Chamber of Commerce of the United States of America:

There are commercial organizations representing the interest of business men in nearly every city and town of any consequence, and each of these organizations can, through its representative in the National Chamber, voice the opinion of the business interest he represents and the desire of his constituents in the government rulings affecting their interests. I believe the government will recognize this body as authority on certain business regulations that are controlled by them, provided the National Chamber will maintain the spirit and live up to it in not being partisan or political.

R. L. CASTLEBERRY, Counselor,  
Hopkinsville, Ky.

## FIRST ANNUAL MEETING COPY OF CALL Mailed October 20, 1912 Chamber of Commerce of the United States of America Riggs Building, Washington, D. C. NOTICE OF ANNUAL MEETING

IN ACCORDANCE WITH THE PROVISIONS OF THE BY-LAWS OF THE CHAMBER AND AS DETERMINED BY THE BOARD OF DIRECTORS, THE FIRST ANNUAL MEETING OF THE CHAMBER OF COMMERCE OF THE UNITED STATES OF AMERICA WILL BE HELD IN WASHINGTON, D. C., BEGINNING TUESDAY, JANUARY 21, 1913, AND NOTICE IS HEREBY GIVEN TO THAT EFFECT.

INFORMATION IN REGARD TO PLACE OF MEETING, NUMBER OF DAYS OF MEETING AND OTHER DETAILS WILL BE FURNISHED AT A LATER DATE.

ELLIOT H. GOODWIN,  
General Secretary.

### EXTRACT FROM BY-LAWS REGARDING ANNUAL MEETINGS

"THE REGULAR ANNUAL MEETINGS OF THIS CHAMBER SHALL BE HELD AT SUCH PLACE AND AT SUCH TIME AS MAY BE DETERMINED BY THE BOARD OF DIRECTORS. NOTICE OF THE TIME OF EACH ANNUAL MEETING SHALL BE MAILED TO EACH CONSTITUENT MEMBER AT LEAST NINETY DAYS IN ADVANCE THEREOF."

Organizations not yet affiliated with the Chamber of Commerce of the United States of America should take immediate action.

This issue of The Nation's Business includes all sections of the by-laws that need to be understood before applying for membership.

The reason for prompt action is that subsequent to election the choice of councilors and delegates will have to be made.

### EXTRACTS FROM BY LAWS OF THE CHAMBER

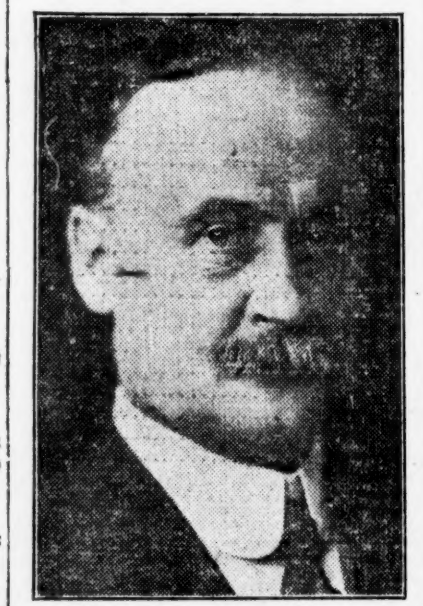
Continued from Page Seven.

mitted by a constituent member is not of national character and should not therefore be sent to the membership for consideration, the proposing member may appeal from the decision of the board to the National Council at any meeting of that body, or by mail through the office of the general secretary. If the National Council decides by a majority vote that the question should be referred to the membership it shall be incumbent on the board of directors to order its submission.

In ordering the question printed the directors shall determine the length of the statement which may be submitted with it by the proposing member. The printed question and brief shall be transmitted to each member of this chamber as soon as practicable, and simultaneously the general secretary shall mail a copy to the National Council representing each constituent member.

The question shall be accompanied by a notice from the general secretary that each body is expected to express its opinion on the question in writing and mail said opinion to reach the national headquarters within forty-five days. In returning said opinion each body shall also register a preliminary or test vote on the subject. It may cast one such vote for each delegate to which it is entitled in the annual meeting. No vote shall be valid unless received by the general secretary within forty-five days of the date of the mailing of the question.

In forwarding the question it shall be the duty of the general secretary to advise each member of the date in which the right to register votes expires. Section 4. (Immediate Action.) If before the expiration of forty-five days from the date the question and brief were sent out votes representing more than two-thirds of the voting strength of the membership are registered in favor of the proposition, the general secretary shall immediately certify that fact to the board of directors. Thereupon, the question shall be recorded as having been approved by the chamber and it shall be the duty of the board of directors to take such steps



LEVI L. RUE,  
Counselor,  
Representing the American Bankers' Association in the Chamber of Commerce of the United States of America.

Mr. Rue was born in Philadelphia, July 14, 1880. In 1908, following an education in the public schools of Philadelphia, supplemented by the study of stenography, he obtained a position with the Philadelphia National Bank as stenographer to the president of the bank. The industry which he displayed, the aptitude with which he mastered the tasks entrusted to him and his fidelity won Mr. Rue promotion through all the intermediate positions of the bank, as teller, assistant cashier in 1909, and cashier in 1910. Six years later, in 1906, he was elected vice president of the bank, and in 1907, was called to the presidency. Mr. Rue is otherwise prominent in financial circles, being chairman of the Clearing House Committee of the Philadelphia Clearing House Association. Mr. Rue is also a member of the National Currency Association of the banks of Philadelphia and director of the Philadelphia Trust, Safe Deposit and Insurance Company, and the Provident Life and Trust Company.



C. G. CRADDOCK,  
Director,  
Lynchburg, Va.

as may be necessary to make effective the action taken.

If at the expiration of forty-five days one-third of the voting strength of the chamber has been recorded and two-thirds of the vote thus cast representing at least twenty (20) States is in favor of the proposal the general secretary shall so certify to the board of directors. Thereupon the question shall be recorded as having been passed and it shall be the duty of the board to make the action effective. Section 5. (Further Consideration.) If the question has failed to receive the votes necessary as set forth in the preceding section, but has received the approval of more than one-third of the votes cast it shall be sent out for further consideration under the following conditions:

(A) The opinions received from the various members shall be put in type and referred to the proposing member, said member shall have an opportunity to consider them and to add a final argument in support of its project, of such length as the board of directors shall prescribe.

(B) All of these opinions shall be assembled in a printed pamphlet, a copy of which shall be forwarded to each member and to each National Council.

(C) On receipt of the pamphlet it shall be the duty of each member to consider the whole project in the light of the opinions expressed in all parts of the country, and to register a definite vote on the proposition within forty-five days of the date of mailing of pamphlet. One vote may be cast for each delegate to which the member is entitled in the annual meeting.

If the question shall be approved on this submission under the same terms as in section four of this article, it shall be certified to the board of directors as having passed and action by the board shall follow.

Section 6. (Reference to Annual Meeting.) If on second consideration by mail, as herein provided for, a question shall fail to receive the vote necessary for its passage, but shall have received one-third of the votes cast, it shall be placed upon the program for consideration and action at the next annual meeting.

Section 7. Upon approval by the council or board of directors a member may be permitted by petition to place upon the program for consideration at the annual meeting a question which has not been submitted in advance by mail as hereinbefore provided for, but such a question shall not be considered if one-third of the delegates present object thereto, and its submission by mail as hereinbefore provided for shall be considered as a pending question, and shall go upon the program for action at the annual meeting.

Section 8. On all questions before a meeting of this chamber on which a vote is taken viva voce, or by division, each duly accredited delegate present shall be entitled to one vote in person. A ye and nay vote may be ordered on any question upon the demand of one-fourth of the delegates

### ADVICE FROM THE OLD DOMINION

As the success of local commercial organizations depends in a large measure upon their knowledge of nation-wide conditions, such organizations should be affiliated with a national organization, the co-operation of each local organization adds value to the national organization, which in turn becomes the greatest asset of the local organization. Local commercial organizations are a combination or association of interests who desire to enlarge and expand their activities, and these results can best be obtained by co-operating with other similar organizations through the medium of a national organization, and as the Chamber of Commerce of the United States of America offers this opportunity, I think that every local organization should become a member of this national organization without delay.

present. On all ye and nay votes each constituent member shall be entitled to as many votes as there are delegates present representing said member, and one-half of the additional number of delegates which such constituent member is entitled to send to the meeting. All ye and nay votes shall be fully recorded and published in the proceedings. An affirmative vote of two-thirds shall be necessary to carry the approval of the Chamber of Commerce of the United States of America upon any proposition or resolution which may appear upon the official program or be added thereto as provided for by these by-laws, provided, however, that such a vote shall be void and of no effect unless the attendance at the meeting shall represent one-third of the voting strength of the chamber from at least twenty (20) States.

Section 9. (General Provisions.) (1.) If on the first submission of a question less than one-third of the votes cast favor the proposal it shall not be advanced for second consideration in the form of a pamphlet except with the approval of the board of directors; provided, however, that upon petition of the proposing member with the endorsement of ten additional members from as many States the board of directors shall order second consideration of the question by mail. If it shall fail to receive one-third of the votes cast on the first submission, it shall be provided for the board of directors may, however, place it upon the program for discussion at the annual meeting.

(2) The list of questions to be considered at each annual meeting shall be mailed to each member at least thirty days in advance of such meeting.

(3) No pamphlet prepared for second consideration as above set forth shall be mailed to the members of the chamber less than forty days before the annual meeting.

(4) No question shall be received from a constituent member for submission to the chamber by mail or at the annual meeting within forty days of the date of said annual meeting, unless by a two-thirds vote of the board of directors.

(5) If any member shall refrain from expressing opinion on a question submitted by mail, and said question having failed of passage is referred to the annual meeting, said member shall not be entitled to the privilege of the floor for the purpose of debating said question, except by a three-fourths vote of the delegates present.

(6) If a question has been submitted by mail and the time for registration of votes respecting it has not expired before notice of the annual meeting is sent out, it shall be considered as a pending question, and shall go upon the program for action at the annual meeting.

(7) On a question submitted to referendum no member found to have voted with the minority shall be deemed to impair its standing in this chamber by adhering to its position or by continuing its efforts in support thereof.

### SOUTHWESTERN ORGANIZATIONS SUMMONED.

The Chamber of Commerce of the United States is organized as a nation-wide movement for the wholesome advancement in standards and expansion in volume of the commerce of the United States. Its aim is to accomplish this by the amalgamation in its membership of all of the local trade associations in the country, and wisely directing their combined strength to advance our commercial relations at home and abroad to higher planes of public usefulness and individual efficiency. Can there be any question as to the wisdom of a local trade association contributing to a movement that promises a thousandfold return?

T. L. L. TEMPLE, Director,  
Texarkana, Ark.

## New Bureau Offers Books of Value to General Public

### Organizations Are Urged to Complete Their Libraries with These Publications at Once:

The Bureau of Foreign and Domestic Commerce has available for distribution a number of publications of much interest and value not only to American manufacturers and exporters but also to the general public. These include the results of investigations by commercial agents of the Department of Commerce and Labor and of special investigations undertaken by American consular officers in foreign countries at the request of the Department of Commerce and Labor. Following is a brief statement regarding the publications available for distribution, copies of which will be furnished upon application to the Bureau of Foreign and Domestic Commerce as long as the supply lasts:

Machine-Tool Trade in Belgium (Special Agent Series No. 32). Report of investigation by Commercial Agent Godfrey L. Carden, of the United States Revenue-Cutter Service, of the machine-tool establishments of Belgium. 38 pages, 6 illustrations.

Machine-Tool Trade of Austria-Hungary, Denmark, Russia and Netherlands (Special Agents Series No. 33). Report by Commercial Agent Godfrey L. Carden, similar to that on Belgium. 120 pages, 25 illustrations.

Cotton Goods in Latin America, Part IV, Chile, Bolivia, Peru, Ecuador, Jamaica and Porto Rico (Special Agents Series No. 40). Report by Commercial Agent W. C. Graham Clark, of the cotton goods trade and cotton manufacturing industry in the countries named. Contains a survey of general trade conditions in each country, a study of the cotton goods requirements, statements of entrance charges, credit terms and transportation routes and charges, etc. Of particular interest are the chapters devoted to cotton goods in Ecuador, manufacturing in Peru and the chapter relating to trade routes to Bolivia. 118 pages, 8 illustrations.

Cotton Goods in Spain and Portugal (Special Agents Series No. 49). Report by Commercial Agent Ralph M. Odell, of the cotton goods trade in the Iberian Peninsula. Contains a review of general trade conditions and a study of the import trade and domestic production. By Commercial Agent Ralph M. Odell. Similar in form and subject matter to report on Spain and Portugal. 55 pages.

Shoe and Leather Trade in the United Kingdom (Special Agents Series No. 49). Report by Commercial Agent Arthur B. Rutman, of the shoe and leather industry and the various factors influencing the import trade. Contains detailed statements as to cost of production in the British shoe industry, an analysis of market conditions and a list of shoe manufacturers and tanneries, with a statement as to the quantity and character of their output. 81 pages.

Shoe and Leather Trade in Germany (Special Agents Series No. 50). By Commercial Agent Ralph M. Odell. Similar in treatment of subject to report on the United Kingdom. 48 pages.

Cotton Goods in Russia (Special Agents Series No. 51). By Commercial Agent Ralph M. Odell. Similar to other reports on same subject. Contains a list of Russian cotton mills, with address, number of spinning and twisting spindles, and looms.

Utilization of Atmospheric Nitrogen (Special Agents Series No. 52). By Thomas H. Norton, Consul at Chemnitz, Germany, detailed report on the synthetic production of ammonia, the synthesis of nitric acid, hydrocyanic acid, cyanides, nitrates, and calcium cyanamide from atmospheric nitrogen, and coal waste and peat as sources of ammonia. Bibliography, 4 illustrations. 178 pages.

Cotton Goods in the Balkan States (Special Agents Series No. 53). By Commercial Agent Ralph M. Odell. Report on Roumania, Bulgaria, and Serbia similar to those on other countries by the same author. 47 pages.

Cotton Goods in Turkey, Part I (Special Agents Series No. 54). By Commercial Agent Ralph M. Odell. A study of conditions in the Constantinople district. 27 pages.

English Methods of Dyeing, Finishing, and Marking Cotton Goods (Special Agents Series No. 56). An exposition of these subjects by Commercial Agent M. H. House, supplemented with excerpts from that part of the report of the Bureau of Cotton on cotton manufacturing dealing with the cost of dyeing and finishing in the United Kingdom. 55 pages.

Shoe and Leather Trade in France and Switzerland (Special Agents Series No. 57). By Commercial Agent Arthur B. Rutman. Similar to same author's reports on the United Kingdom and Germany. 44 pages.

Mining in the Federated Malay States (Special Agents Series No. 59). By Commercial Agent D. C. Alexander, Jr. Deals chiefly with the tin mines, the subject being treated with special reference to methods and equipment and the market for tin and tin machinery and supplies. 56 pages, 5 illustrations.

Commercial Courts in Europe (Special Agents Series, Vol. 4, Part III). Presents information as to the manner of settling commercial disputes in the principal European countries. 9 pages.

Municipal Taxation in European Courts (Special Agents Series, Vol. 4, Part II, Part II). A compilation of consular reports and collecting taxes in the principal municipalities of Europe. 88 pages.

Cannaph Industry in Foreign Countries (Special Agents Series, Vol. 4, Part III, Part III). Description of methods of producing natural cannaph in Japan and Formosa, with brief notes regarding the manufacture of synthetic cannaph. 15 pages, 2 illustrations.

Cordage and Twine Trade in Foreign Countries (Special Agents Series No. 45). Presents statistics of trade in principal foreign countries, indicating the character of goods in demand, the sources of supply, and the extent of domestic production; contains also a statement of foreign tariffs on such goods, a brief summary of the American industry, and statistics of exports from the United States. 125 pages.

Australia: Its Resources, Industries and Trade, with Suggestions as to Its Development as a Market for American Merchandise (Special Agents Series No. 47). Consists chiefly of reports by Henry D. Baker, Consul at Hobart, Tasmania, who was detailed to make special investigations of trade and industrial conditions in Australia, supplemented with articles furnished by other consular officers and data from official publications of the Commonwealth. 125 pages.

Railway Situation in China (Special Agents Series No. 48). A general survey by George A. H. H. Consul General at Hongkong, of railway conditions in China, with a detailed study of the five principal systems of railroads, and a statement of the opportunities for the sale of American equipment and material. 23 pages.

The Gothenburg System (Special Agents Series No. 49). An exposition by Stuart J. Fuller, Consul at Gothenburg, of the system of regulating liquor traffic in that city. In addition to an exposition of the law and regulations and the system of production, there are given translations of the royal ordinances governing the sale of spirits and wine and beer in Sweden; also translations of the special rules enforced in Gothenburg, and statistics published to show the results of the Gothenburg system claims to have accomplished. 45 pages.

Cocoa Production and Trade (Special Agents Series No. 50). A survey of the world's production and trade in cocoa, as revealed by reports from the principal countries of production and consumption, methods of cultivating and preparing cocoa beans, and the market for the products of the industry are discussed. 61 pages.

Foreign Trade in Denatured Alcohol (Special Agents Series No. 51). Compilation of reports on the denatured alcohol industry of principal foreign countries, supplemented with articles relating to the industry in the United States. 26 pages.

Foreign Trade in Musical Instruments (Special Agents Series No. 52). Comprises three chapters devoted, respectively, to pianos, piano players, and pianos, pianos, pianos, and organs and string and band instruments. 102 pages.

### BULLETIN SERVICE.

The Board of Directors of the Chamber of Commerce of the United States, at its last meeting, authorized the general secretary to institute a bulletin service for the benefit of the constituent members of the Chamber. Its purpose is to keep the members in touch with matters affecting their interests at the seat of the nation's government.

Through various bureaus of research and investigation, the government is rendering a service of immense value to the commercial interests of the country, which is only partially availed of, mainly because the business men are not fully informed as to this service and the methods for securing the benefits it offers. So much printed matter is issued by the government in the form of reports, pamphlets and circulars, to a large extent poorly known and correlated, that it is difficult to know for what particular documents to apply.

The Chamber will receive these documents as soon as issued, will digest them, and through this bulletin service will call attention of its members to the commercial interests of the country. It will not be possible to do more than this within the limits of the bulletin, but the Chamber will be pleased to secure for its members copies of the documents referred to so far as they are available, and to aid the government in securing their distribution among those for whom they are mainly intended.

While the information contained in these bulletins is not for publication, and represents a service by the National Chamber for the benefit of its members only, it is business interest and expected that the secretaries and constituent organizations will co-operate, by bringing the information to the attention of such of their members as would be particularly interested in it. The general bulletin will be issued about once a week, but not at regular intervals.

Legislative Bulletin. "In addition to the General Bulletin, the Chamber will issue weekly during the session of Congress a Legislative Bulletin in which the course of all bills affecting commerce will be closely followed and all changes in their status noted. The first issue of this bulletin will appear before the opening of Congress, and will give a classified list of bills of this character favorably reported during the last session and now upon the Senate or House calendars for action. This will be followed by a list of bills in committee at the end of the last session relating to business interests. With the opening of the new session, the introduction of new bills and the advancement of all bills affecting commerce will be stated from week to week. The classification will permit each member to follow the course of bills in which it is particularly interested. In order to have a complete survey of the legislative situation all bulletins should be preserved."

### ORGANIZATIONS OF MOUNTAIN STATES INVITED.

There are many good reasons why every commercial organization in the United States should be a member of the Chamber of Commerce of the United States. On the same principle that their local organizations are able, through concerted efforts, to obtain results for their city, county, and State which they could not by individual action, so can the Chamber of Commerce of the United States accomplish those larger measures which affect every State of the Union. In fact, it is only an aggregation of all the commercial organizations acting as one for the good of all. Being at the seat of the national government, it is in direct touch with the President, Senators, and Representatives, and able to inform them of the commercial needs of the country at large in a manner not otherwise possible.

C. T. STEVENSON, Counselor,  
Reno, Nev.